RUSS OLSON VOLUME 8B

TCRT

MPLS & ST. PAUL SUBURBAN RAILROAD

STILLWATER DIVISION

TIMETABLES AND PHOTOGRAPHS

Description

Employee and Public Timetables, Photographs

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TWIN
CITY
LINES
SUBURBAN
DIVISION

No. 9

OPERATING RULES

TWIN CITY LINES

FOR THE GOVERNMENT AND INFORMATION OF EMPLOYES.

The Minneapolis and St. Paul Suburban Railroad Company

Revised and Reissued May, 1915

THIS BOOK IS THE PROPERTY OF THE COMPANY

GENERAL RULES

1. Employes whose duties are prescribed by these rules must provide themselves with a copy.

2. In addition to these rules Bulletin Orders and Time Tables will be issued from time to time containing special instructions, as necessity demands. Such special instructions shall be fully observed while in effect, whether in conflict with these rules or not.

3. Employes must be conversant with and obey the rules and special instructions. If in doubt as to their meaning, they must apply to the proper authority for an explanation.

4. Employes must pass the required examinations.

5. All persons authorized to transact business or engaged in performing any service at stations or on trains are subject to the rules governing the employes of the Company.

6. Employes must render every assistance in their power in carrying out the rules and special instructions. Any violation of the rules or special instructions must be reported.

7. No person defective in hearing, sight, or color perception, shall be employed in any branch of the service involving the use of signals or the movement of cars and trains. All persons thus employed will be required to pass an examination by one of the authorized examiners for this company as to their hearing, sight, and ability to distinguish colors.

DEFINITIONS.

TRAIN—A motor or more than one motor coupled with or without cars. Displaying markers.

REGULAR TRAIN—A train represented on the Time Table. It may consist of sections.

SECTION—One of two or more trains running on the same schedule displaying signals, or for which signals are displayed.

EXTRA TRAIN—A train not represented on the Time Table. It may be designated as

EXTRA—For any extra train, except work extra.

WORK EXTRA—For work train extra.

SUPERIOR TRAIN—A train having precedence over other trains. A train may be made superior to another train by right, class, or direction.—

RIGHT—Is conferred by Train Order; Class and Direction by Time Table.

RIGHT is superior to Class and Direction. Direction is superior as between trains of the same class.

TRAIN OF SUPERIOR RIGHT—A train given precedence by Train Order.

TIME TABLE—The authority for the movement of regular trains subject to the rules. It contains the classified schedules of trains with special instructions relating thereto.

SCHEDULE—That part of a Time Table which prescribes the class, direction, number, and movement of a regular train.

MAIN TRACK—A principal track upon which trains are operated by Time Table, Train Orders, or Block Signals.

SINGLE TRACK—A main track upon which trains are operated in both directions.

DOUBLE TRACK—Two main tracks, upon one of which the current of traffic is in a specified direction, and upon the other in the opposite directions.

CURRENT OF TRAFFIC—The direction in which trains will move on a main track under the Rules.

STATION—A place designated on the Time Table by name, at which a train may stop for traffic; or to enter or leave the main track; or from which fixed signals are operated.

SIDING—A track auxiliary to a main track for meeting or passing trains.

MEETING POINT—A place where meeting or opposing trains i. e., trains moving in opposite directions, meet by schedule or Train Order.

PASSING POINT—A place where trains moving in the same direction pass by schedule or Train Order.

FIXED SIGNAL—A signal of fixed location, indicating a condition affecting the movement of a train.

"Fixed Signals" cover such signals as whistle boards, slow boards, stop boards, yard limits, switch, block, semaphore, or other means indicating whistle, stop, caution or proceed.

YARD—A system of tracks within defined limits provided for the making up of trains, storing of cars, and other purposes, over which movements not authorized by Time Table or by Train Order may be made, subject to prescribed signals and regulations.

PILOT—A person assigned to a train when the motorman or conductor, or both, are not fully acquainted with the physical characteristics, or running rules of a road, or portion of a road over which the train is to be moved.

AUTOMATIC BLOCK SYSTEM—A block system in which the signals are operated by electric, pneumatic or other agency actuated by a train, or by certain conditions affecting the use of a block.

DWARF SIGNAL—A low fixed signal.

TIME TABLES.

8. Copies of Time Tables will be furnished to Trainmen, and all others concerned.

9. Proposed change of Time Table will be bulletined at least twenty-four (24) hours in advance.

10. Each Time Table from the moment it takes effect, supersedes the preceding Time Table and all special instructions relating thereto.

11. Not more than two times are given for a train at any station; where one is given, it is, unless otherwies indicated, the leaving time; where two, they are the arriving and the leaving time.

12. Unless otherwise indicated, the time applies to the switch; where there is no switch, it applies to the place from which fixed signals are operated; where there is neither siding nor fixed signals, it applies to the place where traffic is received or dischargd.

13. Schedule meeting or passing points are indicated in full black faced type. The train number of the trains to be met is shown by a small black figure above the time of meeting.

14. Both the arriving and leaving times of a train are in full black faced type when both are meeting or passing times, when one or more trains are to meet or pass it between those times.

15. When a new time table takes effect previous issues must be destroyed at once. Trainmen must provide themselves with current time tables and carefully study same before going on duty.

SIGNAL RULES.

16. Employes whose duties may require them to give signals, must provide themselves with the proper appliances, keep them in good order and ready for immediate use.

17. Flags of the prescribed color must be used by day, and lamps of the prescribed color by night.

18. Night signals are to be displayed from sunset to sunrise. When weather or otner conditions obscure day signals, night signals must be used in addition.

VISIBLE SIGNALS.

19.—INDICATION AND MANNER OF USING.

(a) Swung across the track — stop.

(b) Raised and lowered vertically, — Go ahead.

(c) Swung vertically in a circle across the track when the train is standing — Back.

20. Any object waved violently by anyone on or near the track is a signal to stop, and motorman will answer any such signal by two short blasts of the whistle.

AUDIBLE SIGNALS.

MOTOR WHISTLE SIGNALS.

21. (Note)—The signals prescribed are illustrated by "o" for short sounds; "——" for longer sounds. The sound of the whistle should be distinct, with intensity and duration proportionate to the distance signal is to be conveyed.

22. SOUND.

	INDICATION
(a) o	Stop. Apply brakes.
(b) —— ——	Release brakes
(c) —— o o o	Flagman go back and protect rear of train.
(d) —— —— —— ——	Flagman return to his train.
(e) o o	Answer to any signal not otherwise provided for.
(f) o o o	When train is standing, back.
(g) ———— o o	To call the attention of the trains of the same or inferior class to signals displayed for a following section.
(h) ———— ———— o o	Approaching public crossings at grade.

23. A succession of short sounds of the whistle is an alarm for persons or cattle on the track, and calls the attention of trainmen to danger ahead.

24. A fusee on or near the track burning red must not be passed until burned out, after which train shall then proceed for one mile under full control.

TRAIN SIGNALS.

25. When a headlight is out of order and will not light and another cannot be procured a white light must be displayed in the exact place of the headlight.

26. By night a red light will be displayed, on the rear of every train as a marker to indicate the rear of the train.

27. All sections of a train, except the last, will display on each side of the front of the motor, in places provided for that purpose: By day, two green flags; by night, two green lights. See engraving.

28. Extra trains will display, one on each side of the front of the motor, in places provided for that purpose: By day, two white flags, and by night, two white lights. See engraving.

29. When two or more motors are coupled, the leading motor only shall display signals as prescribed by Rule No. 27 and 28.

30. One flag or light displayed, where in Rules 26-27-28 two are prescribed, will indicate the same as two; but the proper display of all train signals is required.

31. When cars are pushed by motor (except when shifting or making up trains in yards), a white light must be displayed on the front of the leading car by night.

32. All Signal lights on train and fixed signal lights for guidance and movement of trains must be kept burning from sunset to sunrise and at such other times as conditions require.

33. A single motor car running backwards will display a white light on rear of car in the same relative position as that occupied by the headlight on the front of car.

USE OF SIGNALS.

34. A signal imperfectly displayed, or the absence of a signal at a place where a signal is usually shown, must be regarded as a stop signal, and the fact reported to the Dispatcher.

35. A red flag by day and red light by night is to be used when necessary to stop a train.

36. When a signal (except a fixed signal) is given to stop a train, it must be acknowledged as prescribed in Rule 22-E.

37. The regular crossing whistle signal must be sounded on approaching all public road crossings at grade and at all whistling posts.

38. Watchmen stationed at public road and street crossings must use red signals only when necessary to stop trains.

FIXED SIGNALS

39. Fixed signals are placed at railroad crossings, junctions, stations, and at other points as required.

40. The following colors will be used in Train order signals, switch lights, and semaphores.

Train order signals:

(a) Red: Stop, call dispatcher for orders and do not proceed until clearance is given.

(b) Green: Clear, proceed.

41. Semaphores: Red indicates stop and proceed only after semaphore is moved to green or yellow.

(a) Yellow indicates caution, proceed under full control.

(b) Green indicates clear.

SWITCH SIGNALS.

42. A red light displayed at a switch signifies "switch turned for side track." Trains must make a full stop approaching such switch. A green light signifies switch set for main line and track is clear, but speed of train must be reduced.

No light on a switch should be treated the same as a red light and trains should be brought to a full stop approaching such switch.

43. Train employes finding a switch or semaphore signal lamp not burning must stop and light it, and report all such instances to dispatcher at First Opportunity. All signals must be lighted and kept lighted between sunset and sunrise.

SEMAPHORE SIGNALS

44 Semaphore signals used for train orders are located at telephone stations. The semaphore arms have square ends and are attached to the same mast for trains in both directions. The indications are the same as for other square end semaphore signals.

BLOCK SIGNALS.

45. A block is a length of track of defined limits, the use of which by trains is controlled by block signals.

(a) Home Signal—A signal controlling the entrance to a block governing movements over switches at interlocking.

(b) Distant Signal—A fixed signal used in connection with home signals to regulate the approach thereto.

46. The governing arm is displayed to the right or left of the signal mast, as seen from an approaching train and the indications are given by positions.

(a) An arm with square end, in a horizontal position, indicates STOP.

(b) An arm with square end in a perpendicular position, indicates PROCEED.

(c) At night the positions of signals will, in addition, be shown by colored lights:

Red	STOP
Green	PROCEED
Yellow	CAUTION

CLASSIFICATION OF TRAINS.

47. Trains of the first class are superior to those of the second; trains of the second class are superior to those of the third; and so on. Extra trains are inferior to regular trains.

48. Trains of the same class, in either direction, have no superior rights over trains in opposite direction, but will meet as per Time Table unless otherwise ordered by the Dispatcher.

MOVEMENT OF TRAINS.

49. The movement of a train under protection of a flag is extraordinary and must always be under proper authority and as prescribed by the rules.

50. A train must not leave its initial station on any division, or a junction, or pass from double to single track without orders, and until it has been ascertained whether all trains due, which are superior, or of the same class, have arrived or left.

51. Trainmen approaching a semaphore must be very careful to note the position of the arm or the color of the light displayed.

If the semaphore arm is perpendicular or if by night a green light is showing, Motorman will proceed following the orders previously given him.

If the arm is horizontal or if by night a red light is displayed, Motorman will bring his train to a stop and report immediately to the Dispatcher. Under no circumstances will a train pass a semaphore when the arm is horizontal or when a red

light is displayed, and under no circumstances will the semaphore arm be reset, except by order from the Dispatcher.

If the semaphore is set against a train and the telephone is out of order, trainmen will not proceed until telephone is repaired and they receive orders or until such orders are delivered to them through other Trainmen. Conductors MUST BE on Rear Platform Passing all Semaphores.

52. An inferior train must keep out of the way of a superior train and clear its time at least three (3) minutes.

53. A train failing to clear the main track by the time required by rule, must be protected as prescribed by Rule 72.

54. No train shall pass any other train at any point without all crews ascertaining the number and class of each train before proceeding.

In going on the sidings, trains must stop clear of the switch used by the train to be met or passed.

55. At meeting points between trains of different classes the inferior train must take the siding and clear the superior train at least three minutes, and must pull into the siding when practicable. If necessary to back in, the train must first be protected as prescribed by Rule 72 unless otherwise provided.

56. Should a train fail to follow after orders are given out by the Dispatcher, both motormen will so notify the Dispatcher at the earliest possible moment.

57. If it is absolutely necessary for an extra train to move and the telephone line is not working so that the Dispatcher can be reached and orders be obtained from him, the trainmen of a **REGULAR TRAIN** moving in the same direction may flag such **EXTRA TRAIN** without orders, by using the same precaution to notify **ALL TRAINS** they may pass and meet of such train following. The trainmen must also notify the Dispatcher at the first opportunity of this action.

In all such cases the extra train must follow through on the REGULAR TRAIN'S TIME.

58. An inferior train must keep at least three minutes off the time of a superior train in the same direction.

59. All trains will come to a full stop before passing a switch point when running against the point. Speed of all trains passing over or through spring switches, and over all switches set for main track, not at meeting points, will be reduced to **EIGHT** miles per hour.

60. Regular trains at meeting points will take the right hand track, be it main line or siding. All

spring switches, at permanent meeting points, will be set accordingly. All extra trains will take siding for regular trains.

61. Following sections of trains must keep at least 3000 feet apart, except when closing up at stations and meeting sidings.

62. A train must not arrive at a station in advance of its schedule arriving time. A train must not leave a station in advance of its schedule leaving time.

63. A train must not display signals for a following section, nor an extra train be run without orders from the Dispatcher.

64. When signals are displayed for a section such signals must not be taken down until all opposing trains which are due have arrived.

65. For the number of sections in each train, trainmen will depend upon the advice of the crews of the passing trains, upon the advice given by dispatcher, by close observance of trains passing, and on single track by whistle signal as covered by rule.

66. On single track no train shall pass any other train at sidings without first coming to a stop, and all shall ascertain the number of class of each train before proceeding.

67. Temporary use of the wrong or left hand track at cross-overs, stations or other points is positively prohibited except by order of dispatcher or where otherwise covered by operating rules.

68. A train must stop clear of switch used by the train to be met or passed, going on the siding.

69. Conductors and motormen of a regular train which is annulled or extra train whose running orders have been fulfilled or annulled, must not allow their cars to stand on tracks other than main track without taking down markers and displaying white signal on the front end of car, until their running orders are restored.

70. If possible to avoid it a train must not be allowed to stand on a curve between stations, nor at such a point that the view of such train is obscured to an approaching or following train.

71. On double track trains must move with current or traffic. When required to move against traffic, however short the distance, it must be under flag in accord with flagging rules and by orders from dispatcher.

72. When a train stops or is delayed, under circumstances in which it may be overtaken by another train, the CONDUCTOR OR FLAGMAN MUST GO BACK IMMEDIATELY SO THAT HIS SIGNALS WILL BE VISIBLE 3,000 feet to INSURE FULL PROTECTION and will remain at this distance until recalled by proper signal.

73. Work extras will be assigned working limits. Within these limits such trains must move with the current of traffic unless train orders otherwise direct.

74. Trains must approach the end of a double track, junctions and railroad crossings at grade, prepared to stop, unless the switches and signals are right and the track is clear. Where required by law, trains must stop.

75. Speed of trains shall not exceed twenty-five miles per hour around curves where view is obstructed.

76. When cars are pushed by a motor a Flagman must take conspicuous position on front of the leading car and signal the Motorman in case of need.

77. Switches must be left in proper position after having been used. Conductors are responsible for the position of the switches used by them and their trainmen, except where Switchtenders are stationed.

78. Both Conductors and Motormen are responsible for the safety of their trains and the proper fulfillment of all running orders received by them, either from Operators or direct from the Dispatchers governing the operation of their trains, and under conditions not provided for by the rules must take every precaution for their protection. Conductors must be on Rear Platform at all Meeting Points.

79. In all cases of doubt or uncertainty the safe course must be taken and no risks run.

80. Trainmen throwing switches to allow cars to pass onto sidings will, after throwing the switch put the lock in the staple and keep their hands off the lever until the car has passed entirely over the switch. Motormen MUST not move the car until this is done.

81. In case of a breakdown, or an accident, which disables a train on railroad crossing not protected by interlocker, the conductor and motorman must both attend to protecting their train by going in each direction 3,000 feet on the tracks of foreign line.

RULES FOR MOVEMENT BY TRAIN ORDERS.

82. Trainmen will receive and repeat back orders ONLY to authorized Dispatcher or Operator and if in doubt question such Dispatcher until satisfied.

83. Do not cut out your telephone after once reporting yourself to the Dispatcher until you receive, and fully understand, his instructions. Should the telephone be working so badly that you

cannot make each other understand on it, or should it fail altogether, regular trains will lose no time but proceed to their regular meeting points.

84. For movements not provided for by Time Table, train orders will be issued by authority of the Train Dispatcher. They must contain neither information nor instructions not essential to such movements.

85. They must be brief and clear; in the prescribed forms when applicable.

86. Each Train Order must be given in the same words to all persons or trains addressed.

87. Regular trains will be designated in Train Orders by their numbers, as "No. 10," or "2d No. 10;" extra trains by car numbers, as "EXTRA" 798, with the direction when necessary, as "East" or "West."

88. Motormen on arriving at a meeting point, and the train they are due to meet not being in sight will report to Dispatcher as follows:

" I am (give your name), train number ....., east or west-bound, at ..... No. ..... is not in sight. Any orders for me?"

89. All trains will report at regular designated points for orders, calling Dispatcher as follows: "I am.....(motorman's name). Train No..... (If more than one section, give number of sections). (If extra give car number). (East or West)." Dispatcher will reply "Train No.....(giving number of sections), (or if extra then giving car number) proceed to.....(adding such additional orders for the movement of train as necessary)." To this motorman will repeat in words as received and if correct will receive Dispatcher's O. K. to which he will reply "O. K." and order will then be in effect and not before.

90. In no case shall a train leave a siding and run out on the main track before the orders have been received by the Motorman and repeated back as provided and the Conductor has given him the proper signal to proceed.

91. To obtain orders at telephone stations where there are no Operators, the Motormen of a train will call the Dispatcher, who will give such orders as are necessary, whereupon the Motormen will repeat it to the Train Dispatcher who will O. K. same if correct. When the order has thus been properly completed, it will be in full force and effect. If for any reason the line should fail before the Dispatcher completes the order, it is of no effect and must be then treated as if it had not been sent. See Rule 89.

92. When any train reaches a meeting point and finds that the train or trains to be met have not arrived, the Motorman shall immediately call the Dispatcher for orders as provided in Rule 88.

93. If a train becomes 10 minutes late Motorman will call Dispatcher at the first side track or siding for orders. See Rule 88.

94. When a Train Order has been repeated and before "complete" has been given, the order must be treated as a holding order for the train addressed, but must not be otherwise acted on until "complete" has been given.

95. WHEN A TRAIN IS NAMED IN A TRAIN ORDER, ALL ITS SECTIONS ARE INCLUDED UNLESS PARTICULAR SECTIONS ARE SPECIFIED.

96. TRAINMEN MUST KNOW BEFORE PASSING TRAINS AGAINST WHICH THEY HAVE ORDERS, THAT THE TRAIN MET OR PASSED IS THE ONE SPECIFIED.

97. Train Orders once in effect continue so until fulfilled, superseded, or annulled. Any part of an order specifying a particular movement may be either superseded or annulled.

98. When an order has been given to "work" between designated points, no other extra Train shall be authorized to run over that part of the track without provision for passing the Work Extra.

99. When it is anticipated that a work extra may be where it cannot be reached for orders, it may be directed to report for orders at a given time and place, or an order may be given that it shall clear the track for (or protect itself after a certain time against) a designated extra.

TRAIN DISPATCHERS

100. Train Dispatchers report to and receive their instructions from the Superintendent.

101. They will issue telephone orders for the movement of trains; see that they are transmitted and recorded in the manner prescribed in the rules; keep a record showing the time of arrival and departure of trains at all open telephone offices. Such record to be carefully filed for subsequent reference.

102 They must use great care in sending Orders, and not transmit an order faster than receiving Operator can take it. They will anticipate the necessity for orders as far as possible and have them ready for trains; also compel a prompt performance of duty on the part of the Trainmen, with a view to preventing delay.

OPERATORS

103. To obtain orders at stations where there are operators, the Operator will call up the Dispatcher three (3) minutes before train is due, who will give such orders as are necessary. He shall repeat it to the Train Dispatcher, who will O K. same, if correct. The Operator will repeat the orders to the Motorman and Conductor of the train, for whom it is intended, who shall repeat the order in full, back to the Operator, and it will then be in full force and effect. If for any reason the line should fail before the Dispatcher completes the order, it is of no effect and then must be treated as if it had not been sent. In case the line is out of order the Operator will use such other means of communicating with the Dispatcher as may be at his command.

104. If the Operator, or one, or both of the crew, or any of them, do not understand the order, or have any doubt concerning its meaning, the Dispatcher shall be notified.

105. In no case shall the operator attempt to influence the decision of the crew as to the meaning of an order nor shall he attempt to assume the sole responsibility for its interpretation. The slightest disagreement must be referred to the Dispatcher.

106. Unless otherwise directed, an operator must not repeat a Train Order for a train, the motor of which has passed his Train Order signal or station, until he has ascertained that the Conductor and Motorman have been notified that he has orders for them.

107. Operators will promptly record and report to the Dispatcher the time of departure of all trains and the direction of extra trains. They will record the time of arrival of trains and report it when so directed. Operators must have the proper appliances for hand signaling for immediate use, if required.

CONDUCTORS AND MOTORMEN.

108. Conductors and motormen report to and receive their instructions from the Superintendent. They will comply with the instructions of the Dispatchers.

109. Before going out on the road they must have a copy of the latest Time Table, and must examine the bulletin board and be fully informed as to all notices posted for their guidance.

They must compare time, before starting, with standard clock, and also check their watches with each other.

110. They are jointly and equally responsible for the safety of the train and the proper use of all precautions required by the Rules and Regulations.

111. On arrival at a terminal station, or where there is an Inspector, or Foreman of Repairs, they must report to him any defects in the condition of the cars, or any imperfect action of the brakes during the trip.

112. They will report promptly by telephone to the Dispatcher any defects in the semaphores, switches, tracks, switch locks, target lights, overhead wires or cars.

113. AT RAILROAD CROSSINGS—Trains must be brought to a full stop, at a safe distance, approaching railroad crossing at grade, unless controlled by inter-locking system, and Motorman must not proceed until Conductor has gone ahead across all tracks looking both ways, and given the "Come Ahead" signal. Before starting, the Motorman will look back to see that no passengers are getting on or off; and in no case proceed, even after Conductor's signal, until he has also examined the crossing and satisfied himself that trains are not approaching.

114. In case Motormen and Conductors change off before the completion of their trip, they must carefully exchange all special orders which they may have, and each must know that his orders are perfectly understood by the other and they must then carefully compare the orders they receive with those in the hands of the Motorman of the train to which they have transferred, before proceeding on the trip. But changes of this kind must never be made without permission from the proper officers.

115. Each Conductor must know that his train is supplied with proper signals. He must see for himself before leaving any point on line where signals are being displayed or taken down that signals are properly displayed. If impossible for Conductor to see signals he will confer with Motorman before starting train and ascertain that signals are being properly displayed.

116. Conductors must keep themselves thoroughly posted as to the arriving and leaving time of all trains of main and branch lines, of their division, so as to be able to notify passengers correctly as to the leaving time of trains on all lines.

117. Conductors will see that stations and crossings are promptly and properly called in their trains. Where trains leave in different directions the conductor of each train must announce distinctly in his train before starting the destination and intermediate points of his train and all other trains connecting therewith.

118. Conductors on passenger trains will pass entirely through their trains after leaving each station where their train stops, for the purpose of collecting tickets and fares; and where stops are made at long intervals, they shall frequently pass through to look after the comfort of the passenger.

119. Motormen are required to observe the position of all switches and must know that such switches are right before passing over them.

120. They will be held responsible for the detection and careful interpretation of all signals given while on the road, when such signals are visible from any position in the vestibule.

121. When approaching switches which they are to use, they must know positively that switches are in proper position and that no portion of train or car is allowed to stand where it will obstruct other tracks improperly.

122. When switches are being turned ahead of approaching cars, Motormen must know that their train is under control, so as to avoid derailment in case of the imperfect working of the switch.

123. They will report the absence of lights at switches where lights should be shown, and in approaching such switches they will reduce speed, with the train under control, until the position of the switch is determined.

124. They must not move any train or car at night without a light in front and rear. If any accident should happen to the headlight, a lantern must be used in its place.

125. The conductor will be responsible for the proper signal on the rear of his train at night. He must frequently observe to see that a red light is burning on the rear of his train. If the tail light is not burning a red lantern must immediately be put in its place.

126. All trains are furnished with a red and white hand lantern at night. The white lantern is carried in the Motorman's vestibule and the red lantern is carried on the rear platform in a receptacle for that purpose. Conductor and Motorman must see that these are lit and ready for immediate use at all times. When necessary to flag a train at night a red light must be used.

127. Motormen will under no circumstances allow anyone to operate his car unless he is officially notified to do so.

He must not allow anyone in Motorman's vestibule unless he is officially authorized to ride there.

128. Under no circumstances shall the Conductor remain in the Motorman's vestibule longer than is necessary to properly receive or deliver Train Orders.

129. If one or both of the crew do not understand an order or have any doubt concerning its meaning the Dispatcher shall be notified.

130. In no case shall either or both of the crew attempt to influence the decision of the other as to the meaning of an order nor shall either attempt to assume the sole responsibility for its interpretation. The slightest disagreement must be referred to the Dispatcher.

131. Changes of crews must never be made without advising the Dispatcher unless regularly provided for in the assignment of runs.

132. Motormen will not be expected to maintain schedule speed unless the brakes on the car are in thorough working order and the trucks and wheels are in safe condition. When the brakes are in working order, but not in such condition that a service stop at schedule speed can be made in the usual distance, then the speed of the car must be reduced to such an extent that a stop can be made in the usual distance, should emergency arise, and for the ordinary stops the application of the brakes must be commenced far enough back to make the stop at the proper place without reversing. It must be thoroughly understood that the speed maintained must be graduated according to the braking capacity of the car. Should the air brakes fail totally, but the hand brakes be in good working order, proceed under control to the nearest phone and receive orders from the Dispatcher.

133. Where Dispatcher's hand train order semaphore signal are located trainmen must be very careful to note the position of the semaphore. CONDUCTORS MUST NOT GIVE THE GO AHEAD SIGNAL UNTIL THE SEMAPHORE SHOWS CLEARANCE and never proceed even after they receive orders from Dispatcher or operator until they have a clearance on the semaphore.

LOCATION OF TELEPHONE STATIONS

S. PAUL DIVISION.
(DISPATCHER'S OFFICE
AT OWENS ST., STILLWATER.)

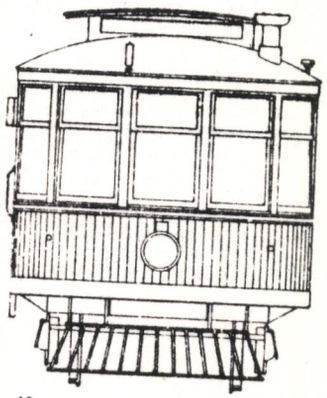
Duluth Ave.	Laurel & 5th St.
KERWIN ST.	Chestnut & 3rd St.
MARYLAND	Churchill & 3rd St.
COLBY	New States Prison
SOO LINE CROSSING	So. Stillwater wye
LONG LAKE	LAKESHORE, W BEAR
WILDWOOD	White Bear wye
GRANT	Mahtomedi wye
PARENTS	

Stations in large type are provided with semaphores. Before leaving telephone station, trainmen must be careful to open switch and lock the station door.

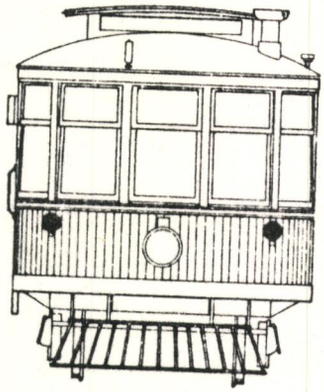
MINNEAPOLIS DIVISION.
(DISPATCHER'S OFFICE
17 NORTH 6th STREET.)

During Navigation, at Excelsior Docks.

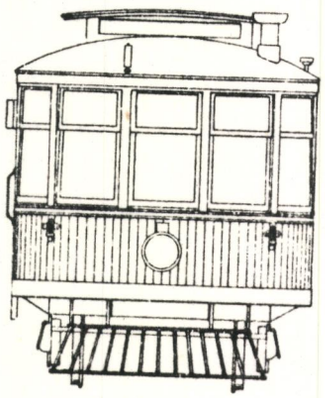
Hennepin & Lake St.	Excelsior Docks
Harriet Loop	Excelsior & 2nd St.
City Limits	West end of double track
Hopkins Sub-Station	Wildhurst
9th Ave. Hopkins	Tonka Bay
Deephaven Junction	Tower M & St. L. R. R. Crossing
Glen Lake Siding	Deephaven Docks
Fair Oaks Siding	



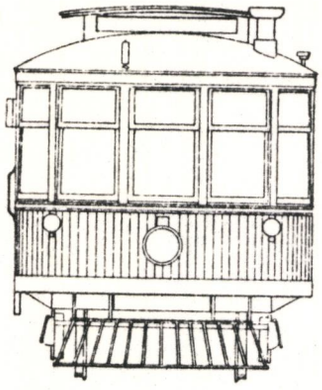
Motor running forward by Day or Night as a Regular Carded Train. See rule.



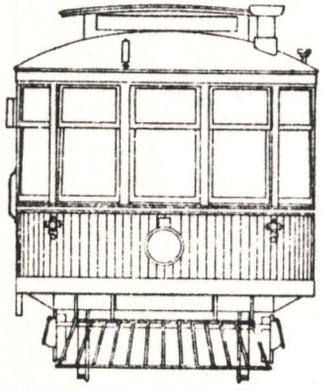
Motor running forward by Day displaying **GREEN FLAG** signals for a following section. See rule.



Motor running forward by Night displaying **GREEN LIGHT** signals for a following section. See rule.



Motor running forward by Day displaying **WHITE FLAG** signals indicating an Extra Train not carded. See rule.



Motor running forward by Night displaying **WHITE LIGHT** signals indicating an Extra Train not carded. See rule.

FORM 240

TRAIN ORDER BLANK

The Minneapolis & St. Paul Suburban Railroad Company

Issued to Motorman

Train Order No.....And Conductor Date.... .....19.....

LINE	TRAIN	POSITION	SEC.	DIRECTION	AT	TIME

MEET TRAIN at in SEC.

MEET TRAIN at in SEC.

MEET TRAIN at in SEC.

MEET TRAIN at in SEC.

MEET TRAIN at in SEC.

MEET TRAIN at in SEC.

YOU WILL HAVE .....SEC.....From.....To.....

You will report for orders.....at.....
(DIRECTION)

Annulled
Superceded } By TRAIN ORDER No. .....at.....at..... M.

REMARKS

MOTORMAN	CONDUCTOR	TRAIN	COMPLETE AT	DISPATCHER

Cosby Wirth Manifold Book Co., Minneapolis, Minn.

RATES OF FARE

FROM ST. PAUL—EACH WAY

To Silver Lake	10 Cents
To Wildwood	15 Cents
To Mahtomedi	15 Cents
To Birchwood	15 Cents
To White Bear	20 Cents
To Leis	20 Cents
To Stillwater City Limits	25 Cents
To Stillwater	30 Cents
To South Stillwater	35 Cents

FROM STILLWATER—EACH WAY

To South Stillwater	10 Cents
To Leis	10 Cents
To Wildwood	15 Cents
To Mahtomedi	15 Cents
To Birchwood	15 Cents
To White Bear	20 Cents
To Silver Lake	20 Cents
To St. Paul City Limits	25 Cents
To St. Paul	30 Cents
Wildwood to White Bear	10 Cents

For any further information regarding service of TWIN CITY LINES please telephone, call on or write to the General Passenger Agent.

General Office—Hennepin Ave. and 11th St.. Minneapolis

St. Paul Telephone—N. W. Cedar 2616

Minneapolis Telephones—N. W. Main 4580—T. S. 3134.

H. M. HALL, PRINTER

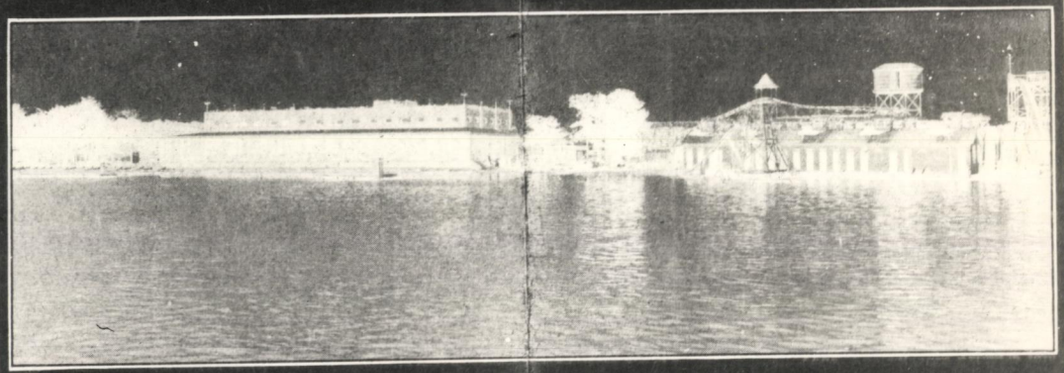
NO. 17—IN EFFECT SEPTEMBER 12, 1910.

STILLWATER ST. PAUL

Fast Electric Trains

TWIN CITY LINES

THE CLEAN, FAST, SMOKELESS, ELECTRIC ROUTE EVERYBODY LIKES TO TRAVEL



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L. S. CAIRNS, General Superintendent.

A. W. WARNOCK, General Passenger Agent.

FAST ELECTRIC TRAINS—ST. PAUL—WILDWOOD—STILLWATER LINE

St. Paul to Wildwood—12 miles. St. Paul to Stillwater—20 miles.

WEEKDAYS

Leave St. Paul	Arrive Wildwood	Arrive Stillwater	Leave Stillwater	Leave Wildwood	Arrive St. Paul
				6:05 AM.	6:49 AM.
				6:42 "	7:23 "
			6:50 AM.	7:12 "	7:53 "
6:00 AM.	6:42 AM.	7:05 AM.	7:20 "	7:42 "	8:23 "
6:30 "	7:12 "	7:35 "	7:50 "	8:12 "	8:53 "
7:00 "	7:42 "	8:05 "	8:20 "	8:42 "	9:23 "
7:30 "	8:12 "	8:35 "	8:50 "	9:12 "	9:53 "
8:00 "	8:42 "	9:05 "	9:20 "	9:42 "	10:23 "
8:30 "	9:12 "	9:35 "	9:50 "	10:12 "	10:53 "
9:00 "	9:42 "	10:05 "	10:20 "	10:42 "	11:23 "
9:30 "	10:12 "	10:35 "	10:50 "	11:12 "	11:53 "
10:00 "	10:42 "	11:05 "	11:20 "	11:42 "	12:23 PM.
10:30 "	11:12 "	11:35 "	11:50 "	12:12 PM.	12:53 "
11:00 "	11:42 "	12:05 PM.	12:20 PM.	12:42 "	1:23 "
11:30 "	12:12 PM.	12:35 "	12:50 "	1:12 "	1:53 "
12:00 PM.	12:42 "	1:05 "	1:20 "	1:42 "	2:23 "
12:30 "	1:12 "	1:35 "	1:50 "	2:12 "	2:53 "
1:00 "	1:42 "	2:05 "	2:20 "	2:42 "	3:23 "
1:30 "	2:12 "	2:35 "	2:50 "	3:12 "	3:53 "
2:00 "	2:42 "	3:05 "	3:20 "	3:42 "	4:23 "
2:30 "	3:12 "	3:35 "	3:50 "	4:12 "	4:53 "
3:00 "	3:42 "	4:05 "	4:20 "	4:42 "	5:23 "
3:30 "	4:12 "	4:35 "	4:50 "	5:12 "	5:53 "
4:00 "	4:42 "	5:05 "	5:20 "	5:42 "	6:23 "
4:30 "	5:12 "	5:35 "	5:50 "	6:12 "	6:53 "
4:55 "	5:42 "	6:05 "	6:20 "	6:42 "	7:23 "
5:25 "	6:12 "	6:35 "	6:50 "	7:12 "	7:58 "
5:55 "	6:42 "	7:05 "	7:20 "	7:42 "	8:23 "
6:25 "	7:12 "	7:35 "	7:50 "	8:12 "	8:53 "
7:00 "	7:42 "	8:05 "	8:20 "	8:42 "	9:23 "
*7:30 "					
8:00 "	8:42 "	9:05 "			
9:00 "	9:42 "	10:05 "	9:20 "	9:42 "	10:23 "
10:00 "	10:42 "	11:05 "	10:10 "	10:32 "	11:14 "
11:15 "	12:02 AM.	12:23 AM.		A 11:22 "	
*12:20 AM.			11:10 "	11:32 "	12:14 AM.
			‡12:23 AM.	‡12:47 AM.	

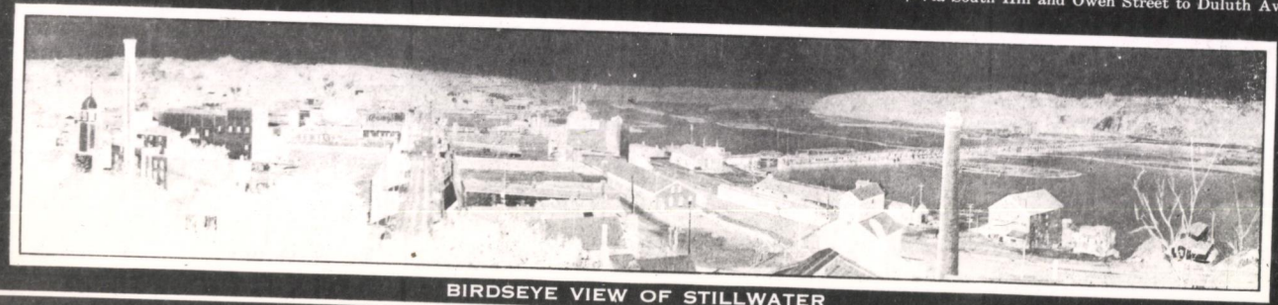
SUNDAYS

Leave St. Paul	Arrive Wildwood	Arrive Stillwater	Leave Stillwater	Leave Wildwood	Arrive St. Paul
			7:20 AM.	7:42 AM.	8:23 AM.
		8:05 AM.	7:50 "	8:12 "	8:53 "
7:00 AM.	7:42 AM.	8:35 "	8:20 "	8:42 "	9:23 "
7:30 "	8:12 "	9:05 "	8:50 "	9:12 "	9:53 "
8:00 "	8:42 "	9:35 "	9:20 "	9:42 "	10:23 "
8:30 "	9:12 "	10:05 "	9:50 "	10:12 "	10:53 "
9:00 "	9:42 "	10:35 "	10:20 "	10:42 "	11:23 "
9:30 "	10:12 "	11:05 "	10:50 "	11:12 "	11:53 "
10:00 "	10:42 "	11:35 "	11:20 "	11:42 "	12:23 PM.
10:30 "	11:12 "	12:05 PM.	11:50 "	12:12 PM.	12:53 "
11:00 "	11:42 "	12:35 "	12:20 PM.	12:42 "	1:23 "
11:30 "	12:12 PM.	1:05 "	12:50 "	1:12 "	1:53 "
12:00 PM.	12:42 "	1:35 "	1:20 "	1:42 "	2:23 "
12:30 "	1:12 "	2:05 "	1:50 "	2:12 "	2:53 "
1:00 "	1:42 "	2:35 "	2:20 "	2:42 "	3:23 "
1:30 "	2:12 "	3:05 "	2:50 "	3:12 "	3:53 "
2:00 "	2:42 "	3:35 "	3:20 "	3:42 "	4:23 "
2:30 "	3:12 "	4:05 "	3:50 "	4:12 "	4:53 "
3:00 "	3:42 "	4:35 "	4:20 "	4:42 "	5:23 "
3:30 "	4:12 "	5:05 "	4:50 "	5:12 "	5:53 "
4:00 "	4:42 "	5:35 "	5:20 "	5:42 "	6:23 "
4:30 "	5:12 "	6:05 "	5:50 "	6:12 "	6:53 "
5:00 "	5:42 "	6:35 "	6:20 "	6:42 "	7:23 "
5:30 "	6:12 "	7:05 "	6:50 "	7:12 "	7:53 "
6:00 "	6:42 "	7:35 "	7:20 "	7:42 "	8:23 "
6:30 "	7:12 "	8:05 "	7:50 "	8:12 "	8:53 "
7:00 "	7:42 "	8:35 "	8:20 "	8:42 "	9:23 "
7:30 "	8:12 "	9:05 "	8:50 "	9:12 "	9:53 "
8:00 "	8:42 "	9:35 "	9:20 "	9:42 "	10:23 "
8:30 "	9:12 "	10:05 "	9:50 "	10:12 "	10:53 "
9:00 "	9:42 "		10:10 "	10:32 "	11:14 "
				A 11:22 "	
10:00 "	10:42 "	11:05 "	11:10 "	11:32 "	12:14 AM.
11:15 "	12:02 AM.	12:23 AM.	‡12:23 AM.	12:47 AM.	

* To Hazel Park only.

A. To Duluth Ave. only

‡ Via South Hill and Owen Street to Duluth Avenue only.



BIRDSEYE VIEW OF STILLWATER

TRAIN STOPS

(East of 7th St. Station, St. Paul)

ST. PAUL—STILLWATER LINE

Duluth Ave.
Atlantic St.
Phalen Ave.
Bock St.
Germaine St.
Flandreau St.
White Bear Ave.
Harvester Ave.
Ames Ave.—Hazel Park
Maryland St.
Autumn Ave.
Larpenteur Ave.—St. Paul City Limits,—1st Fare Division
Davis' Crossing
Pennsylvania Avenue—North St. Paul
Margaret St.
Charles St.
"Soo Line" Crossing
Silver Lake—2nd Fare Division
Long Lake
Wildwood,—3rd Fare Division
Curtin
Grant
Leis—4th Fare Division
Elliott
Masterman
Parents—Stillwater City Limits—5th Fare Division
Owen St. Station
Everett St.
5th Street
4th Street
Linden St.
Myrtle St.
Chestnut and 3rd Streets
2nd Street
Main St.
Myrtle St.
Water St.—Union Station

WILDWOOD—MAHTOMEDI LINE

Wildwood
Lakeview
East Shore Park
Oakleigh
Fairmont
Mahtomedi

WILDWOOD—WHITE BEAR LINE

Wildwood
Lakewood
Cedar Ave.
Birchwood—1st Fare Division
Bellaire Ave.
Cottage Park
White Bear City Limits
Lake Shore
Lake Ave.
Shady Lane
Clark Ave.
Banning Ave.
3rd Street
4th Street
5th Street
6th Street

ST. PAUL—MAHTOMEDI—STILLWATER

St. Paul to Mahtomedi,—13 Miles. Time—49 Minutes
Stillwater to - " 10 " " 30 "

WEEKDAYS

Leave St. P. for Mahtomedi	Leave Still. for Mahtomedi	Leave Mah. for St. P. & Still.
6:00 AM.	6:50 AM.	5:59 AM.
6:30 "	7:20 "	7:05 "
7:00 "	8:20 "	7:35 "
8:00 "	9:20 "	8:05 "
9:00 "	10:20 "	9:05 "
10:00 "	11:20 "	10:05 "
11:00 "	12:20 PM.	11:05 "
12:00 PM.	1:20 "	12:05 PM.
1:00 "	2:20 "	1:05 "
2:00 "	3:20 "	2:05 "
3:00 "	4:20 "	3:05 "
4:00 "	5:20 "	4:05 "
4:55 "	6:50 "	5:05 "
5:25 "	6:20 "	6:05 "
5:55 "	7:20 "	6:35 "
7:00 "	8:20 "	7:05 "
8:00 "	9:20 "	8:05 "
9:00 "	10:10 "	9:05 "
10:00 "	.....	9:53 "
.....	.....	10:50 "

SUNDAYS

Leave St. P. for Mahtomedi	Leave Still. for Mahtomedi	Leave Mah. for St. P. and Still.
8:00 AM.	8:20 AM.	9:05 AM.
9:00 "	9:20 "	10:05 "
10:00 "	10:20 "	11:05 "
11:00 "	11:20 "	12:05 PM.
12:00 PM.	12:20 PM.	1:05 "
1:00 "	1:20 "	2:05 "
2:00 "	2:20 "	3:05 "
3:00 "	3:20 "	4:05 "
4:00 "	4:20 "	5:05 "
5:00 "	5:20 "	6:05 "
6:00 "	6:20 "	7:05 "
7:00 "	7:20 "	8:05 "
8:00 "	8:20 "	9:05 "
9:00 "	9:20 "	9:53 "
10:00 "	10:10 "	10:50 "
.....	.....	.....
.....	.....	.....
.....	.....	.....
.....	.....	.....

ST. PAUL—WHITE BEAR—STILLWATER

St. Paul to White Bear—16 Miles. Time—55 Minutes
Stillwater to " " 13 " " 36 "

WEEKDAYS

Leave St. P. for W. Bear	Leave Still. for W. Bear	Leave W. B. for St. P. and Still.
6:30 AM.	6:50 AM.	6:58 AM.
7:30 "	7:50 "	7:28 "
8:30 "	8:50 "	8:28 "
9:30 "	9:50 "	9:28 "
10:30 "	10:50 "	10:28 "
11:30 "	11:50 "	11:28 "
12:30 PM.	12:50 PM.	12:28 PM.
1:30 "	1:50 "	1:28 "
2:30 "	2:50 "	2:28 "
3:30 "	3:50 "	3:28 "
4:30 "	4:50 "	4:28 "
5:25 "	5:50 "	5:28 "
6:25 "	6:50 "	6:28 "
7:00 "	7:50 "	7:28 "
8:00 "	8:20 "	8:28 "
9:00 "	9:20 "	9:28 "
10:00 "	10:10 "	10:18 "
.....	.....	11:10 "

SUNDAYS

Leave St. P. for W. Bear	Leave Still. for W. Bear	Leave W. B. for St. P. and Still.
.....	.....	7:28 AM.
7:30 AM.	7:50 AM.	8:28 "
8:30 "	8:50 "	9:28 "
9:30 "	9:50 "	10:28 "
10:30 "	10:50 "	11:28 "
11:30 "	11:50 "	12:28 PM.
12:30 PM.	12:50 PM.	1:28 "
1:30 "	1:50 "	2:28 "
2:30 "	2:50 "	3:28 "
3:30 "	3:50 "	4:28 "
4:30 "	4:50 "	5:28 "
5:30 "	5:50 "	6:28 "
6:30 "	6:50 "	7:28 "
7:30 "	7:50 "	8:28 "
8:30 "	8:50 "	9:28 "
9:00 "	9:20 "	10:18 "
10:00 "	10:10 "	11:10 "

STILLWATER AND SOUTH STILLWATER LINE

Stillwater to South Stillwater—4 Miles
Time—19 Minutes

WEEKDAYS

Leave Stillwater	Leave So. Still.
6:29 AM.	6:53 AM.
7:02 "	7:23 "
7:32 "	7:53 "
8:02 "	8:23 "
8:32 "	8:53 "
9:02 "	9:23 "
9:32 "	9:53 "
10:02 "	10:23 "
10:32 "	10:53 "
11:02 "	11:23 "
11:32 "	11:53 "
12:02 PM.	12:23 PM.
12:32 "	12:53 "
1:02 "	1:23 "
1:32 "	1:53 "
2:02 "	2:23 "
2:32 "	2:53 "
3:02 "	3:23 "
3:32 "	3:53 "
4:02 "	4:23 "
4:32 "	4:53 "
5:02 "	5:23 "
5:32 "	5:53 "
6:02 "	6:23 "
6:32 "	6:53 "
7:02 "	7:23 "
7:32 "	7:53 "
8:02 "	8:23 "
8:32 "	8:53 "
9:02 "	9:23 "
9:32 "	9:53 "
10:02 "	10:23 "
10:32 "	10:50 "
11:05 "	11:24 "

SUNDAYS

Leave Stillwater	Leave So. Still.
7:18 AM.	7:40 AM.
8:32 "	8:53 "
9:02 "	9:23 "
9:32 "	9:53 "
10:02 "	10:23 "
10:32 "	10:53 "
11:02 "	11:23 "
11:32 "	11:53 "
12:02 PM.	12:23 PM.
12:32 "	12:53 "
1:02 "	1:23 "
1:32 "	1:53 "
2:02 "	2:23 "
2:32 "	2:53 "
3:02 "	3:23 "
3:32 "	3:53 "
4:02 "	4:23 "
4:32 "	4:53 "
5:02 "	5:23 "
5:32 "	5:53 "
6:02 "	6:23 "
6:32 "	6:53 "
7:02 "	7:23 "
7:32 "	7:53 "
8:02 "	8:23 "
8:32 "	8:53 "
9:02 "	9:23 "
9:32 "	9:53 "
10:02 "	10:23 "
10:32 "	10:50 "
11:05 "	11:24 "
.....	.....
.....	.....

BAYPORT AND STATE PRISON

All Stillwater cars make direct connections with cars for Minnesota State Prison and Bayport

FARE ZONES

ZONES		Miles	City Fare
1	6th & Robert		.10 Cash .07½ Token
2	City Limits	5.84	
	Division St.	3.61	.06 plus City Fare
3	Wildwood	11.17	
	Birchwood	12.91	.12 " " "
4	Mahtomedi	13.10	
	Leis	14.46	.18 " " "
5	White Bear	15.85	
	Stillwater — City Limits	17.60	.24 " " "
6	Stillwater — Union Depot	19.85	*.34 " " "
	State Prison		

*Stillwater Local Fare .10 Cash, .07½ Token

24 RIDE

Commutation Books

Between St. Paul and Stillwater $8.66

On sale at

Cashier's Office—College and Wabasha St. Paul.

Owen Street Station—Stillwater.

King Bros. Drug Store—Stillwater.

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For information regarding service or routing call INFORMATION DEPT.

St. Paul Cedar 7380 Stillwater 123

NO. 82—IN EFFECT JUNE 22, 1930.

Stillwater Electric Lines

TWIN CITY LINES

The Minneapolis & St. Paul Suburban R. R. Co.

St. Paul
North St. Paul
Wildwood Park
White Bear
Mahtomedi
State Prison
Bayport
Stillwater locals

DONALD GOODRICH, Gen'l. Superintendent
No. 553 Wabasha St., St. Paul
Telephone Cedar 7380

AVERY® C
PV119ED

St. Paul to No. St. Paul, Wildwood, White Bear, Mahtomedi and Stillwater.

EASTBOUND—Week Days

Leaving St. Paul 6-Robert	Arriving No. St. Paul Margaret	Arriving Wildwood	Arriving Mahtomedi	Arriving White Bear	Arriving Stillwater
AM †5:07	AM 5:22	AM 5:32	AM.....	AM.....	AM.....
†5:35	5:50	6:00	.....	.....	.....
†5:58	6:13	6:22	6:28	.....	6:42
†6:16	6:31	6:40	6:48	6:53	.....
6:43	7:13	7:22	7:28	.....	7:43
7:04	7:40	7:50	7:56	.....	.....
7:32	8:02	8:09	.....	8:22	.....
8:03	8:33	8:41	8:47	.....	9:02
8:45	9:15	9:23	9:32	.....	.....
9:25	9:55	10:03	.....	10:18	.....
10:05	10:35	10:43	.....	.....	11:02
10:45	11:15	11:23	11:32	.....	.....
11:25	11:55	PM 12:03	.....	PM12:18	.....
PM 12:05	PM 12:35	12:43	.....	.....	PM 1:02
‡ 12:35	1:05	1:13	PM 1:17	.....	.....
‡‡12:45	1:15	1:23	1:32	.....	.....
‡ 1:05	1:35	1:43	1:49	.....	2:02
‡‡ 1:25	1:55	2:03	.....	2:18	.....
‡ 1:35	2:05	2:13	.....	2:26	.....
2:05	2:35	2:43	.....	.....	3:02
2:45	3:15	3:23	3:32	.....	.....
3:33	4:05	4:13	4:19	4:40	.....
* 4:08	4:37	4:45	.....	.....	5:04
* 4:38	5:07	5:14	5:20	5:41	.....
** 5:08	5:37	5:47	5:53	.....	6:07
*‡‡ 5:22	5:53	5:58	.....	.....	.....
*** 5:38	6:07	6:16	6:23	6:28	.....
** 6:08	6:37	6:45	6:51	.....	7:05
* 6:38	7:09	7:16	.....	7:29	.....
7:08	7:34	7:43	7:47	.....	8:02
8:05	8:35	8:43	8:48	9:08	.....
9:05	9:35	9:43	.....	.....	10:02
10:05	10:35	10:43	10:49	11:09	AM.....
11:07	11:35	11:43	.....	.....	12:01
AM 12:32	AM 12:59	AM 1:06	AM 1:12	.....	.....

‡ Saturday only. ‡‡ Except Saturday.

†Lv. Duluth Av.

*Trains limited to Autumn Ave.

**Stillwater trains limited to Margaret St. N. St. Paul Mahtomedi trains limited to Autumn Ave.

***Mahtomedi trains limited to Kimball—White Bear trains limited to Autumn.

Stillwater, Mahtomedi, White Bear, Wildwood, No. St. Paul to St. Paul

WESTBOUND—Week Days

STILLWATER PATRONS TRANSFER AT WILDWOOD ENROUTE TO AND FROM WHITE BEAR AND MAHTOMEDI.

Leaving Stillwater	Leaving Mahtomedi	Leaving White Bear	Leaving Wildwood	Leaving No. St. Paul Margaret	Arriving St. Paul 6-Robert
AM.....	AM.....	AM.....	AM 5:34	AM 5:42	AM 6:13
.....	.....	.....	6:02	6:10	6:43
.....	.....	.....	6:26	6:34	7:06
.....	6:32	.....	6:40	6:48	7:18
*6:50	‡7:02	6:55	7:09	7:16	7:42
.....	7:30	.....	7:37	7:45	8:13
*7:50	‡8:02	.....	8:09	8:16	8:42
.....	8:47	8:26	8:53	9:01	9:29
9:05	.....	.....	9:25	9:33	10:05
.....	9:57	.....	10:05	10:13	10:45
.....	.....	10:29	10:45	10:53	11:25
11:05	.....	.....	11:25	11:33	PM12:05
Ex. Sat.	**11:45	.....	11:53	PM12:01	12:33
Ex. Sat.	11:57	.....	PM12:05	12:13	12:45
.....	.....	PM 12:29	12:45	12:53	1:25
PM 1:05	**1:18	.....	1:25	1:33	2:05
.....	PM 1:55	.....	2:05	2:13	2:45
†**2:05	.....	.....	2:25	2:33	3:06
.....	.....	2:29	2:45	2:53	3:25
3:05	.....	.....	3:25	3:33	4:08
.....	3:47	.....	3:55	4:03	4:38
.....	4:20	4:41	4:55	5:03	5:38
5:08	5:21	.....	5:28	5:36	6:08
.....	5:54	5:46	6:01	6:08	6:38
6:13	6:25	.....	6:33	6:40	7:08
.....	.....	†6:30	† 6:58	7:06	7:39
7:10	† 6:52	.....	7:30	7:39	8:05
.....	† 7:49	† 7:30	† 7:55	8:03	8:34
8:05	.....	.....	8:25	8:33	9:05
.....	8:50	9:11	9:25	9:33	10:05
10:05	.....	.....	10:25	10:33	11:07
.....	10:50	11:11	11:25	11:33	11:57
a 12:01	.....	.....	12:26	AM 12:35	AM 12:58
.....	AM† 1:12	.....	AM†1:18	1:26	2:00

** Saturday only.

*Limited trains from Wildwood arrive 6 & Robert at 7:42 and 8:42.

‡Mahtomedi patrons transfer to Stillwater limited at Willernie.

aVia Owen St.

†Transfer passengers to locals at Duluth Ave.

St. Paul to No. St. Paul, Wildwood, White Bear Mahtomedi and Stillwater

EASTBOUND—Sunday Only

Leaving St. Paul 6-Robt.	Arriving No. St. Paul Margaret	Arriving Wildwood	Arriving Mahtomedi	Arriving White Bear	Arriving Stillwater
AM 7:13	AM 7:43	AM 7:51	AM 7:57	AM.....	.....
† 7:44	7:59	8:07	.....	8:22	.....
8:05	8:35	8:43	.....	.....	AM 9:02
8:58	9:30	9:37	9:43	.....	.....
9:25	9:55	10:03	.....	10:18	.....
10:05	10:35	10:43	.....	.....	11:02
10:45	11:15	11:23	11:32	.....	.....
11:25	11:55	PM 12:03	.....	PM12:18	.....
PM 12:05	PM 12:35	12:43	.....	.....	PM 1:02
12:45	1:15	1:23	PM 1:32	.....	.....
1:25	1:55	2:03	.....	2:18	.....
2:05	2:35	2:43	.....	.....	3:02
2:45	3:15	3:23	3:32	.....	.....
3:25	3:55	4:03	.....	4:18	.....
4:05	4:35	4:43	.....	.....	5:02
4:45	5:15	5:23	5:32	.....	.....
5:25	5:55	6:03	.....	6:18	.....
6:05	6:35	6:43	.....	.....	7:02
6:33	7:03	7:11	7:17	.....	.....
7:05	7:35	7:43	.....	.....	8:02
7:33	8:03	8:11	8:17	8:38	.....
8:05	8:35	8:43	8:49	.....	.....
9:05	9:35	9:43	.....	.....	10:02
10:05	10:35	10:43	10:49	11:09	.....
11:05	11:35	11:43	.....	.....	AM12:01
AM 12:32	AM 12:59	AM 1:06	AM 1:12	.....	.....

†Duluth Avenue Station.

Stillwater, Mahtomedi, White Bear, Wildwood No. St. Paul to St. Paul

WESTBOUND—Sunday Only

STILLWATER PATRONS TRANSFER AT WILDWOOD ENROUTE TO AND FROM WHITE BEAR AND MAHTOMEDI.

Leaving Stillwater	Leaving Mahtomedi	Leaving White Bear	Leaving Wildwood	Leaving No. St. Paul Margaret	Arriving St. Paul 6-Robt.
.....	AM 8:00	AM.....	AM 8:07	AM 8:15	AM 8:45
.....	.....	8:26	8:45	8:53	9:25
AM 9:05	.....	.....	9:25	9:33	10:05
.....	9:57	.....	10:05	10:13	10:45
.....	.....	10:29	10:45	10:53	11:25
11:05	.....	.....	11:25	11:33	PM12:05
.....	11:57	.....	PM12:05	PM12:13	12:45
.....	.....	PM 12:29	12:45	12:53	1:25
1:05	.....	.....	1:25	1:33	2:05
.....	PM 1:57	.....	2:05	2:13	2:45
.....	.....	2:29	2:45	2:53	3:25
3:05	.....	.....	3:25	3:33	4:05
.....	3:57	.....	4:05	4:13	4:45
.....	.....	4:29	4:45	4:53	5:25
5:05	.....	.....	5:25	5:33	6:05
.....	5:45	.....	5:52	6:00	6:33
.....	.....	6:39	6:53	7:01	7:33
7:05	.....	.....	7:25	7:33	8:05
.....	7:40	.....	7:53	8:01	8:33
8:05	8:18	.....	8:25	8:33	9:05
.....	.....	8:39	8:53	9:01	9:33
.....	9:18	.....	9:25	9:33	10:05
10:05	.....	.....	10:25	10:33	11:05
.....	10:50	11:11	11:25	11:33	AM12:05
a 12:01	.....	.....	12:26	AM12:35	12:58
.....	AM † 1:12	.....	AM†1:18	1:26	2:00

aVia Owen St.

†Transfer passengers to locals at Duluth Ave.

NO EASTBOUND STOPS WEST OF ATLANTIC STREET.—All Eastbound trains stop between Sibley and 5th Streets and Duluth Ave., Only to take on passengers for points East of Duluth Ave. Atlantic St. is the first stop at which passengers may get off.

Stillwater Local Lines

WEEK DAYS

Leave Owen Street	Leave Union Depot to Owen	Leave Wilkin and Williams	Leave Union Depot to Wilkin and Williams	Leave Bayport	Leave Union Depot to Bayport
AM 6:27	AM 6:42	AM 6:54	AM 6:42	AM *6:21	AM †6:04
6:59	7:12	7:24	7:14	6:55	6:28
7:29	7:43	7:54	7:42	*7:25	7:02
8:15	8:03	8:40	8:26	7:54	7:32
9:00	8:48	9:20	9:11	*8:40	8:16
9:40	9:28	10:00	9:51	9:20	9:00
10:20	10:08	10:40	10:31	10:00	9:40
11:00	10:48	11:20	11:11	*10:40	10:20
11:40	11:28	PM 12:00	11:51	11:20	11:00
PM 12:20	PM 12:08	12:40	PM 12:31	PM 12:00	11:40
1:00	12:48	1:20	1:11	*12:40	PM 12:20
1:40	1:28	2:00	1:51	1:20	1:00
2:20	2:08	2:40	2:31	2:00	1:40
3:00	2:48	3:20	3:11	*2:40	2:20
3:38	3:28	3:57	3:49	3:20	3:00
4:16	4:05	4:34	4:27	3:57	3:38
4:53	4:44	4:57	4:50	*4:33	4:16
5:30	5:05	5:24	5:16	4:58	4:40
6:00	5:42	5:54	5:44	5:25	5:05
6:40	6:14	6:20	6:12	*5:55	5:32
7:20	6:28	6:58	6:51	6:20	6:02
8:00	7:05	7:40	7:31	*6:58	6:40
8:40	7:48	8:20	8:11	*7:40	7:20
9:20	8:28	9:00	8:51	8:20	8:00
10:00	9:08	9:40	9:31	9:00	8:40
10:47	9:48	10:25	10:11	*9:40	9:20
.....	10:33	.....	.....	10:25	10:00
.....	11:00	.....	.....	*11:18	11:00

SATURDAY

See Week Day to	See Week Day to	See Week Day to	See Week Day to
PM 3:00	PM 3:28	PM 2:40	PM 2:31	*2:40	PM 3:00
3:40	4:08	3:20	3:11	PM 3:20	3:40
4:20	4:48	4:00	3:51	4:00	4:20
5:00	5:28	4:40	4:31	*4:40	5:00
5:40	6:06	5:20	5:11	5:20	5:40
6:20	6:48	5:59	5:51	*5:58	6:20
7:00	7:38	6:40	6:31	*6:40	7:00
8:00	8:28	7:30	7:11	*7:30	8:00
8:40	9:08	8:20	8:11	8:20	8:40
9:20	9:48	9:00	8:51	9:00	9:20
10:00	10:33	9:40	9:31	*9:40	10:00
10:47	11:00	10:25	10:11	10:25	11:00
				*11:18	.....

*Connect with Saint Paul interurban.

†Leave 3rd and Chestnut.

Wilkin St. patrons transfer at Main and Chestnut for Bayport.

Stillwater Local Lines

SUNDAY ONLY

Leave Owen Street	Leave Union Depot to Owen	Leave Wilkin and Williams	Leave Union Depot to Wilkin and Williams	Leave Bayport	Leave Union Depot to Bayport
AM 8:20	AM 7:49	AM 7:41	AM 8:31	AM 7:40	AM †6:44
9:00	8:48	8:40	9:11	*8:40	8:20
9:40	9:28	9:20	9:51	9:20	9:00
10:20	10:08	10:00	10:31	10:00	9:40
11:00	10:48	10:40	11:11	*10:40	10:20
11:40	11:28	11:20	11:51	11:20	11:00
PM 12:20	PM 12:08	PM 12:00	PM 12:31	PM 12:00	11:40
1:00	12:48	12:40	1:11	*12:40	PM 12:20
1:40	1:28	1:20	1:51	1:20	1:00
2:20	2:08	2:00	2:31	2:00	1:40
3:00	2:48	2:40	3:11	*2:40	2:20
3:40	3:28	3:20	3:51	3:20	3:00
4:20	4:08	4:00	4:31	4:00	3:40
5:00	4:48	4:40	5:11	*4:40	4:20
5:40	5:28	5:20	5:51	5:20	5:00
6:20	6:08	6:00	6:31	6:00	5:40
7:00	6:48	6:40	7:11	*6:40	6:20
8:00	7:38	7:30	8:11	*7:30	7:00
8:40	8:28	8:20	8:51	8:20	8:00
9:20	9:08	9:00	9:31	9:00	8:40
10:00	9:48	9:40	10;11	*9:40	9:20
10:47	10:33	10:25	.....	10:25	10:00
.....	11:00	.....	.....	*11:18	11:00

*Connect with Saint Paul interurban.

†Leave 3rd and Chestnut

In addition to regular signs, cars will carry following numbers

Bayport cars - No. 12
Wilkin cars - - No. 13
Owen St. cars - No. 14

TWIN CITY LINES

THE Minneapolis & St. Paul Suburban Railroad Co.

Stillwater Division

SUNDAY TIME TABLE

Series - No. 6

Effective Oct. 4, 1914

FOR THE GOVERNMENT AND INFORMATION OF EMPLOYES ONLY

This Time Table, from the time it takes effect, supersedes the preceding Time Table and all special instructions relating thereto. This Time Table must not be lost.

J. D. HAGERTY, - Chief Dispatcher
CHAS. H. RINKER, - Superintendent
J. J. CAUFIELD, Gen. Superintendent

Form 31b 3-49 15 Blks. TCL

TRAIN ORDER BLANK
THE MINNEAPOLIS & ST. PAUL SUBURBAN RAILROAD COMPANY

Train Order No.....Issued to Opr. Date.....19....

Line	Train	Position	Sec.	Direction	At	Time

Meet train at in Sec.

Meet train at in Sec.

Meet train at in Sec.

Meet train at in Sec.

Meet train at in Sec.

Meet train at in Sec.

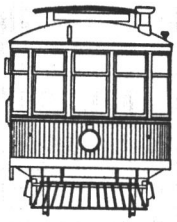
You will have.....Sec.....from.....to.....

You will report for orders.....at.....
(Direction)

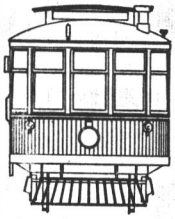
Annulled / Superceded } by Train Order No.....At.....At.....M

REMARKS

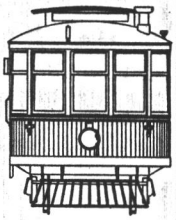
Operator	Train	Complete at	Dispatcher



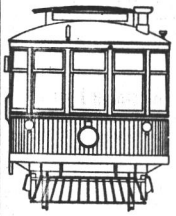
Motor running forward by Day or Night as a Regular Carded Train. See rule.



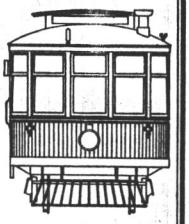
Motor running forward by Day displaying GREEN FLAG signals for a following section. See rule.



Motor running forward by Night displaying GREEN LIGHT signals for a following section. See rule.



Motor running forward by Day displaying WHITE FLAG signals indicating an Extra Train not carded. See rule.



Motor running forward by Night displaying WHITE LIGHT signals indicating an Extra Train not carded. See rule.

Figures In RED Indicate Carded Meets

	1st Class 1	1st Class 5	1st Class 4	1st Class 3	1st Class 2	1st Class 1	1st Class 5	1st Class 4	1st Class 3	1st Class 2	1st Class 1	1st Class 5	1st Class 4	1st Class 3	1st Class	1st Class	1st Class	1st Class	
	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Miles
3	1 26	12.56	12.36	11.56	11.26	10.56	10.26	9.56	9.26	8.56	8.26	7.57	7.27	6.57					20.49
3	1 28	12.58	12.38	11.58	11.28	10.58	10.28	9.58	9.28	8.58	8.28	7.54	7.24	6.54					20.12
3	1.16	12.46	12.16	11.46	11.16	10.46	10.16	9.46	9.16	8.46	8.16	7.46	7.16	6.46					19.58
4	1.04	12.34	12.04	11.34	11.04	10.34	10.04	9.34	9.04	8.34	8.04	7.37	7.07	6.37					17.48
5	12.59	12.29	11.59	11.29	10.59	10.29	9.59	9.29	8.59	8.29	7.59			6.32					15.87
7	12.57	12.27	11.57	11.27	10.57	10.27	9.57	9.27	8.57	8.27	7.57			6.30					15.06
4	12.54	12.24	11.54	11.24	10.54	10.24	9.54	9.24	8.54	8.24	7.54								13.72
7	12.47	12.17	11.47	11.17	10.47	10.17	9.47	9.17	8.47	8.17	7.47								11.79
2	12.42	12.12	11.42	11.12	10.42	10.12	9.42	9.12	8.42	8.12	7.42								9.59
2	12.39	12.09	11.39	11.09	10.39	10.09	9.39	9.09	8.39	8.09	7.39								8.43
4	12.34	12.04	11.34	11.04	10.34	10.04	9.34	9.04	8.34	8.04	7.34								6.47
7	12.27	11.57	11.27	10.57	10.27	9.57	9.27	8.57	8.27	7.57	7.27								2.38
4	12.24	11.54	11.24	10.54	10.24	9.54	9.24	8.54	8.24	7.54	7.24								1.36
7	12.17	11.47	11.17	10.47	10.17	9.47	9.17	8.47	8.17	7.47	7.17								
3	12.16	11.46	11.16	10.46	10.16	9.46	9.16	8.46	8.16	7.46	7.16								
	P.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	

ST. PAUL and STILLWATER
TIME TABLE NO. 3782

TRAIN NUMBER		1st Class	1st Class	1st Class	1st Class	1st Class	1st Class	1st Class	1st Class	1st Class	1st Class	1st Class	1st Class	1st Class	1st Class	1st Class	1st Class	1st Class	1st Class
TOTAL TIME CARD TIME, 86.26						3	1	8	2	3	4	5	1	2	3	4	5		
SIDINGS	Miles	Pass A.M.	Pass A.M.	Pass A.M.	Pass A.M.	Pass A.M.	Pass A.M.	Pass A.M.	Pass A.M.	Pass A.M.	Pass A.M.	Pass A.M.	Pass A.M.	Pass A.M.	Pass A.M.	Pass A.M.	Pass A.M.	Pass A.M.	Pass A.M.
SEVEN CORNERS TERMINAL										6.57	7.27	7.57	8.27	8.57	9.27	9.57	10.27		
WABASHA AND 7TH ST	.37									7.00	7.30	8.00	8.30	9.00	9.30	10.00	10.30		
BROADWAY AND 7TH ST.	.91									7.07	7.37	8.07	8.37	9.07	9.37	10.07	10.37		
DULUTH AVE	3.01					6.22	6.22	6.45	6.50	7.19	7.49	8.19	8.49	9.19	9.49	10.19	10.49		
KERWIN ST.	4.62					6.26	6.27	6.49	6.55	7.24	7.54	8.24	8.54	9.24	9.54	10.24	10.54		
MARYLAND	5.43					6.29	6.30	6.51	6.57	7.27	7.57	8.27	8.57	9.27	9.57	10.27	10.57		
COLBY	6.77						6.38	6.54	7.00	7.30	8.00	8.30	9.00	9.30	10.00	10.30	11.00		
500 LINE CROSSING	8.70						6.40	7.01	7.07	7.37	8.07	8.37	9.07	9.37	10.07	10.37	11.07		
LONG LAKE	10.90						6.45	7.06	7.12	7.42	8.12	8.42	9.12	9.42	10.12	10.42	11.12		
WILDWOOD PARK	12.06						6.47	7.06	7.16	7.45	8.15	8.45	9.15	9.45	10.15	10.45	11.15		
GRANT	14.02						6.52		7.20	7.50	8.20	8.50	9.20	9.50	10.20	10.50	11.20		
PARENTS	18.11						6.59		7.27	7.57	8.27	8.57	9.27	9.57	10.27	10.57	11.27		
OWEN ST. STATION	19.13						7.02		7.29	7.59	8.29	8.59	9.29	9.59	10.29	10.59	11.29		
MAIN ST.	20.38						7.06		7.33	8.03	8.33	9.03	9.33	10.03	10.33	11.03	11.33		
STILLWATER U. D.	20.44						7.09		7.36	8.06	8.36	9.06	9.36	10.06	10.36	11.06	11.36		

T BOUND — Read Up

	8	9	10	9	8	9	10	9	8	9	10		8						
	12 32		11 32		10 32		9 32		9 02		8 02		7 22						6.28
	12 27		11 27		10 27		9 27		8 57		7 57		7 18						5.36
	12 17	12 09	11 17	11 09	10 17	10 09	9 17	9 09	8 47	8 09	7 47		7 09						1.79
		12 02		11 02		10 02		9 02		8 02									
	P.M.	P.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	

WHITE B'R. & MAHTOMEDI

TRAIN NUMBER							8	9		10	9	8	9	10	9	8	9
TOTAL TIME CARD TIME, 76.31		A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.
WHITE BEAR							7 23			8 23		9 23		10 23		11 23	
LAKE SHORE	.92						7 27			8 27		9 27		10 27		11 27	
WILDWOOD PARK	4.49						7 37	7 45		8 37	8 45	9 37	9 45	10 37	10 45	11 37	11 45
MAHTOMEDI	6.28							7 53			8 53		9 53		10 53		11 53

TH BOUND — Read Up

	12	13	12	13	12	13	12	13	12	13	12	13	12						
	2 22	1 52	1 32	12 52	12 22	11 52	11 22	10 52	10 22	9 52	9 22	8 52	8 22						6.36
	2 19	1 49	1 19	12 49	12 19	11 49	11 19	10 49	10 19	9 49	9 19	8 48	8 19						5.39
	2 14	1 44	1 14	12 44	12 14	11 44	11 14	10 44	10 14	9 44	9 14		8 14						4.80
																			3.79
																			3.06
	2 06	1 39	1 09	12 36	12 06	11 36	11 06	10 36	10 06	9 36	9 06		7 54						3.01
	1 56	1 26	12 56	12 26	11 56	11 26	10 56	10 26	9 56	9 26	8 56		7 40						
	P.M.	P.M.	P.M.	P.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	

SOUTH STILLWATER

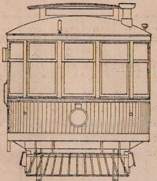
TRAIN NUMBER							12	13	12	13	12	13	12	13	12	13	12	13
TOTAL TIME CARD TIME, 31.36		A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.
OWEN ST. STATION							6 40	8 40											
WILKIN ST.									8 24	8 54	9 24	9 54	10 24	10 54	11 24	11 54	12 24	12 54	
LAUREL AND 5TH ST.	.38						6 42	8 48	8 27	8 57	9 27	9 57	10 27	10 57	11 27	11 57	12 27	12 57	
STILLWATER U. D.	1.39								8 32	9 02	9 32	10 02	10 32	11 02	11 32	12 02	12 32	1 02	
CHURCHILL AND 30 STS.	2.12						6 47		8 38	9 08	9 38	10 08	10 38	11 08	11 38	12 08	12 38	1 08	
CHURCHILL AND 30 ST. SIDING	2.17						6 48		8 39	9 09	9 39	10 09	10 39	11 09	11 39	12 09	12 39	1 09	
SOUTH STILLWATER	5.18						7 09		8 58	9 28	9 58	10 28	10 58	11 28	11 58	12 28	12 58	1 28	

T BOUND — Read Up

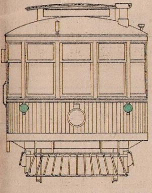
	14	14	14	14	14	14	14	14	14	14	14	14	14						
	2 27	1 57	1 27	12 57	12 27	11 57	11 27	10 57	10 27	9 57	9 27	8 57	8 27						2.23
	2 19	1 49	1 19	12 49	12 19	11 49	11 19	10 49	10 19	9 49	9 19	8 49	8 19						.73
	2 14	1 44	1 14	12 44	12 14	11 44	11 14	10 44	10 14	9 44	9 14	8 44	8 14						
	P.M.	P.M.	P.M.	P.M.	P.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	

OWEN STREET

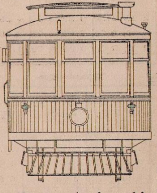
TRAIN NUMBER						14	14	14	14	14	14	14	14	14	14	14	14	14
TOTAL TIME CARD TIME, 15.27		A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.
OWEN ST. STATION						8 00	8 30	9 00	9 30	10 00	10 30	11 00	11 30	12 00	12 30	1 00	1 30	2 00
CHURCHILL AND 30 STS.	1.50					6 08	8 38	9 08	9 38	10 08	10 38	11 08	11 38	12 08	12 38	1 08	1 38	2 08
STILLWATER U. D.	2.23					8 18	8 48	9 18	9 48	10 18	10 48	11 18	11 48	12 18	12 48	1 18	1 48	2 18



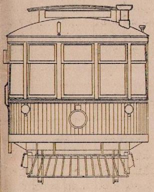
Motor running forward by Day or Night as a Regular Carded Train. See rule.



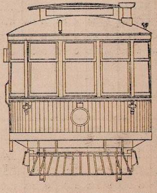
Motor running forward by Day displaying **GREEN FLAG** signals for a following section. See rule.



Motor running forward by Night displaying **GREEN LIGHT** signals for a following section. See rule.



Motor running forward by Day displaying **WHITE FLAG** signals indicating an Extra Train not carded. See rule.



Motor running forward by Night displaying **WHITE LIGHT** signals indicating an Extra Train not carded. See rule.

GENERAL RULES

1. Employes whose duties are prescribed by these rules must provide themselves with a copy.

2. In addition to these rules, Bulletin Orders and Time Tables will be issued from time to time containing special instructions, as necessity demands. Such special instructions shall be fully observed while in effect, whether in conflict with these rules or not.

3. Employes must be conversant with and obey the rules and special instructions. If in doubt as to their meaning, trainmen must apply to proper authority for an explanation.

4. Employes must pass the required examinations.

5. All persons authorized to transact business or engaged in performing any service at stations or on trains are subject to the rules governing the employes of the Company.

6. Employes must render every assistance in their power in carrying out the rules and special instructions.

7. Any violation of the rules or special instructions must be reported.

8. No person defective in hearing, sight, or color perception, shall be employed in any branch of the service involving the use of signals or the movement of cars and trains. All persons thus employed will be required to pass an examination by one of the authorized examiners for this company as to their hearing, sight, and ability to distinguish colors.

DEFINITIONS

TRAIN—A motor or more than one motor coupled with or without cars, displaying Markers.

REGULAR TRAIN—A train represented on the Time Table. It may consist of sections.

SECTION—One of two or more trains running on the same schedule displaying signals, or for which signals are displayed.

EXTRA TRAIN—A train not represented on the Time Table. It may be designated as

EXTRA—For any extra train, except work extra.

WORK EXTRA—For work train extra.

SUPERIOR TRAIN—A train having precedence over other trains. A train may be made superior to another train by *right*, *class*, or *direction*.—

RIGHT—Is conferred by Train Order; Class and Direction by Time Table.

RIGHT is superior to Class or Direction. Direction is superior as between trains of the same class.

TRAIN OF SUPERIOR RIGHT—A train given precedence by Train Order.

TRAIN OF SUPERIOR CLASS—A train given precedence by a Time Table.

TRAIN OF SUPERIOR DIRECTION—A train given precedence in the direction specified in the Time Table as between trains of the same class.

TIME TABLE—The authority for the movement of regular trains subject to the rules. It contains the classified schedules of trains with special instructions relating thereto.

SCHEDULE—That part of a Time Table which prescribes the class, direction, number, and movement of a regular train.

MAIN TRACK—A principal track upon which trains are operated by Time Table, Train Orders, or Block Signals.

SINGLE TRACK—A main track upon which trains are operated in both directions.

DOUBLE TRACK—Two main tracks, upon one of which the current of traffic is in a specified direction, and upon the other in the opposite direction.

CURRENT OF TRAFFIC—The direction in which trains will move on a main track, under the Rules.

STATION—A place designated on the Time Table by name, at which a train may stop for traffic; or to enter or leave the main track; or from which fixed signals are operated.

SIDING—A track auxiliary to a main track for meeting or passing trains.

MEETING POINT—A place where meeting or opposing trains, i. e., trains moving in opposite directions, meet by schedule or Train Order.

PASSING POINT—A place where trains moving in the same direction pass by schedule or Train Order.

FIXED SIGNAL—A signal of fixed location, indicating a condition affecting the movement of a train.

"Fixed Signals" cover such signals as whistle boards, slow boards, stop boards, yard limits, switch, block, semaphore, or other means indicating whistle, stop, caution, or proceed.

YARD—A system of tracks within defined limits provided for the making up of trains, storing of cars, and other purposes, over which movements not authorized by Time Table or by Train Order may be made, subject to prescribed signals and regulations.

YARD MOTOR—A motor or motors consigned to yard service and working within yard limits.

PILOT—A person assigned to a train when the motorman or conductor, or both, are not fully acquainted with the physical characteristics, or running rules of a road, or portion of a road over which the train is to be moved.

AUTOMATIC BLOCK SYSTEM—A block system in which the signals are operated by electric, pneumatic, or other agency actuated by a train, or by certain conditions affecting the use of a block.

HOME SIGNAL—A fixed signal controlling the entrance to a block governing movements over switches at interlockings.

DISTANT SIGNAL—A fixed signal used in connection with home signals to regulate the approach thereto.

ADVANCE SIGNAL—A fixed signal placed in advance of the home signal or switches at an interlocking to control the entrance to the block ahead.

DWARF SIGNAL—A low fixed signal

POT SIGNAL—A revolving signal.

TIME TABLES

9. See Definitions,

10. Copies of Time Tables will be furnished to Trainmen, Yard and Road Masters, and all others concerned. Receipt of same must be acknowledged to the Superintendent on the prescribed form before the Time Table takes effect. These receipts will be filed in the Superintendent's Office. Proposed change of Time Table will be bulletined at least twenty-four (24) hours in advance.

11. Each Time Table, from the moment it takes effect, supersedes the preceding Time Table and all special instructions relating thereto.

12. A train of the preceding Time Table thereupon loses both right and class, and can thereafter proceed only by Train Order.

13. Not more than two times are given for a train at any station; where one is given it is, unless otherwise indicated, the leaving time; where two, they are the arriving and the leaving times.

14. Unless otherwise indicated, the time applies to the switch; where there is no switch, it applies to the place from which fixed signals are operated; where there is neither siding nor fixed signals, it applies to the place where traffic is received or discharged.

15. Schedule meeting or passing points are indicated by figures in red type.

16. Both the arriving and leaving times of a train are in red type when both are meeting or passing times, when one or more trains are to meet or pass it between those times.

SIGNAL RULES

17. Employes whose duties may require them to give signals, must provide themselves with the proper appliances, keep them in good order and ready for immediate use.

18 Flags of the prescribed color must be used by day, and lamps of the prescribed color by night.

19. Night signals are to be displayed from sunset to sunrise. When weather or other conditions obscure day signals, night signals must be used in addition.

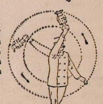
VISIBLE SIGNALS

INDICATION 20. MANNER OF USING INDICATION

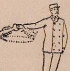
(a) Swung across the track—Stop.

(c) Swung vertically in a circle across the track when the train is standing—Back.

(b) Raised and lowered vertically,—Go ahead.



(d) Swung vertically in a circle at arm's length across the track when train is running.—Train has parted.



(e) Swung horizontally in a circle, when the train is standing.—Apply air brakes.

(f) Held at arm's length above the head when train is standing. — Release air brakes.

21. Any object waved violently by anyone on or near the track is a signal to stop.

AUDIBLE SIGNALS

MOTOR WHISTLE SIGNALS

22. (Note)—The signals prescribed are illustrated by "o" for short sounds; "– –" for longer sounds. The sound of the whistle should be distinct, with intensity and duration proportionate to the distance signal is to be conveyed.

23. SOUND	INDICATION
(a) o	Stop. Apply brakes.
(b) —— ——	Release brakes.
(c) —— o o o	Flagman go back and protect rear of train.
(d) —— —— —— ——	Flagman return from west or south.
(e) —— —— —— —— — —	Flagman return from east or north.
(f) —— —— ——	When running, train parted; to be repeated until answered by the signal prescribed by Rule 20–D
(g) o o	Answer to any signal not otherwise provided for.
(h) o o o	When train is standing, back.
(i) o o o o	Call for signals.
(k) —— o o	To call the attention of the trains of the same or inferior class to signals displayed for a following section.
(l) —— —— o o	Approaching public crossings at grade.
(m) ————————	Approaching stations, junctions, and crossings at grade.

24. A succesion of short sounds of the whistle is an alarm for persons or cattle on the track, and calls the attention of trainmen to danger ahead.

25. The explosion of one torpedo is a signal to stop; the explosion of two, not more than 100 feet apart, is a signal to reduce speed, and look out for a stop signal.

26. A fusee on or near the track burning red must not be passed until burned out. When burning green it is a caution signal.

BELL CORD SIGNALS

CONDUCTOR TO MOTORMAN

27. SOUND	INDICATION
(a) Two bells.	When train is standing, start.
(b) One bell.	When train is running, stop at next station.
(c) Three bells.	When train is standing, back the train.
(d) Three bells	When train is running, stop at once—emergency.
(e) Four bells.	When train is running, reduce speed.
(f) Five bells.	When train is standing, call in flagman.

MOTORMAN TO CONDUCTOR

28. SOUND	INDICATION
(a) One bell	Come to cab.
(b) Two bells.	Watch trolley.
(c) Three bells.	By motorman is signal to conductor that he wishes to back train and must be answered by Conductor before train is backed.
(d) Four bells	Set rear brakes.
(e) Five bells	Pull trolley down to roof.

TRAIN SIGNALS

29. When a headlight is out of order and will not light and another cannot be procured, a white light must be displayed in the exact place of the headlight.

30. Yard motors will display the headlight to the front and rear by night When not provided with a headlight at the rear, two white lights must be displayed. Yard motors will not display markers.

31. The following signals will be displayed, on rear of every train, as markers, to indicate the rear of the train: By day————; by night, a red light.

32 All sections of a train, except the last, will display on each side of the front of the motor, in places provided for that purpose: By day, two green flags; by night, two green lights. See engraving.

33. Extra trains will display, one on each side of the front of the motor, in places provided for that purpose: By day, two white flags, and by night, two white lights. See engraving.

34. When two or more motors are coupled, the leading motor only shall display signals as prescribed by Rule 32

35. One flag or light displayed, where in Rules 31-32-33, two are prescribed, will indicate the same as two; but the proper display of all train signals is required.

36. When cars are pushed by motor (except when shifting or making up trains in yards), a white light must be displayed on the front of the leading car by night.

USE OF SIGNALS

37. A signal imperfectly displayed, or the absence of a signal at a place where a signal is usually shown, must be regarded as a stop signal, and the fact reported to the Superintendent.

38. The combined green and white signal is to be used to stop a train only at the flag stations indicated on the schedule of that train. When it is necessary to stop a train at a point that is not a flag station for that train, a red signal must be used.

39. When a signal (except a fixed signal) is given to stop a train, it must be acknowledged as prescribed in Rule 23-G.

40. The regular crossing whistle signal must be sounded on approaching all public road crossings at grade and at all whistling posts.

41. Watchmen stationed at public road and street crossings must use red signals only when necessary to stop trains.

FIXED SIGNALS

42. Fixed signals are placed at drawbridges, railroad crossings, junctions, stations, and at other points, as required.

SWITCH SIGNALS

43. A red light displayed at a switch signifies "switch turned for side track." Trains must make a full stop approaching such switch.

A green light signifies "switch set for main line and track is clear."

No light on a switch should be treated the same as a red light and trains should be brought to a full stop approaching such switch.

44. Train employes finding a switch or semaphore signal lamp not burning must stop and light it, and report all such instances to dispatcher at First Opportunity. All signals must be lighted and kept lighted between sunset and sunrise.

SEMAPHORE SIGNALS

45. Semaphore signals, except Train Order Signals, will be supported on a separate mast for each track. So far as practicable, they will be placed either over or upon the right of and adjoining the track to which they refer and in the same order, whether supported by a signal bridge over the tracks, by putting a bracket and two or more masts on one post, or by using separate masts from the ground.

If there be more than one arm on a mast, the upper will govern the main line, or fast-running route; the second arm will govern the diverging or slow-speed route.

46. The governing arm is displayed to the right of the signal mast, as seen from an approaching train and the indications are given by positions.

(a) An arm with square end, in a horizontal position, indicates STOP.

(b) An arm with forked end, in a horizontal position, indicates CAUTION—proceed under control.

(c) An arm inclined at an angle of 60 degrees or more above or below the horizontal indicates "PROCEED."

(d) At night the positions of signals will, in addition, be shown by colored lights:

Red..........................STOP
Green........................PROCEED

(e) At night, no light on a semaphore will be treated the same as a red light.

47. Dwarf Semaphore signals govern slow movements only, the indications being the same as for high signals.

48. Semaphore signals used for train orders are located at telephone stations. The semaphore arms have square ends and are attached to the same mast for trains in both directions. The indications are the same as for other square end semaphore signals.

Trainmen approaching a semaphore must be very careful to note the position of the arm or the color of the light displayed.

If the semaphore arm is perpendicular or if by night a green light is showing, Motorman will proceed, following the orders previously given him.

If the arm is horizontal or if by night a red light is displayed, Motorman will bring his train to a stop and report immediately to the Dispatcher. Under no circumstances will a train pass a semaphore when the arm is horizontal or when red light is displayed, and under no circumstances will the semaphore arm be reset, except by order from the Dispatcher.

If the semaphore is set against a train and the telephone is out of order, Trainmen will not proceed until telephone is repaired and they receive orders or until such orders are delivered to them through other Trainmen. Conductors must be on Rear Platform Passing all Semaphores.

CLASSIFICATION OF TRAINS

49. Trains of the first class are superior to those of the second; trains of the second class are superior to those of the third; and so on. Extra trains are inferior to regular trains.

50. Trains of the same class, in either direction, have no superior rights over trains in opposite direction, but will meet as per Time Table unless otherwise ordered by the Dispatcher.

MOVEMENT OF TRAINS

51. A train must not leave its initial station on any division, or a junction, or pass from double to single track without orders, and until it has been ascertained whether all trains due, which are superior, or of the same class, have arrived or left.

For the number of sections in each train trainmen will depend upon the advice of the crews on the passing trains, in addition to information given by the Dispatcher. All such advice must be given by word of mouth.

Motormen on arriving at a meeting point, and the train they are due to meet not being in sight will report to Dispatcher as follows:

"I am (give your name), train number........, east or west-bound, at............No.........is not in sight. Any orders for me?"

52. An inferior train must keep out of the way of a superior train and clear its time at least five minutes.

53. A train failing to clear the main track by the time required by rule, must be protected as prescribed by Rule 72.

54. No train shall pass any other train at any point without first coming to a stop and all crews shall ascertain the number and class of each train before proceeding.

In going on the sidings, trains must stop clear of the switch used by the train to be met or passed.

55. At meeting points between trains of the same class the inferior train must clear the main track before leaving time of the superior train, and must pull into siding when practicable.

56. If necessary to back in, the train must be first protected as prescribed in Rule 72, unless otherwise provided.

57. At meeting points between trains of different classes the inferior train must take the siding and clear the superior train at least three minutes, and must pull into the siding when practicable. If necessary to back in, the train must first be protected as prescribed by Rule 72, unless otherwise provided.

58. In case a train of any kind may wish to follow a regular train, they will communicate with the Train Dispatcher in ample timeso as not to delay regular trains. The Dispatcher will issue the necessary orders to the Motorman of the regular train, who will then have a complete understanding with the motorman of the extra train, as to what his orders are, keeping a close watch to see that the extra train is following, and notify all trains at meeting points.

59. Should a train fail to follow after orders are given out by the Dispatcher, both motormen will so notify the Dispatcher at the earliest possible moment.

60. If it is absolutely necessary for an extra train to move and the telephone line is not working so that the Dispatcher can be reached and orders be obtained from him, the trainmen of a **REGULAR TRAIN** moving in the same direction may flag such **EXTRA TRAIN** without orders,by using the same precaution to notify **ALL TRAINS** they may pass and meet of such train following. The trainmen must also notify the Dispatcher at the first opportunity of this action.

61. An inferior train must keep at least three minutes off the time of a superior train in the same direction.

62. All trains will come to a full stop before passing switch point when running against the point of all automatic switches at meeting points. Speed of all trains passing over or through spring switches, and over all switches set for main track, not at meeting points, will be reduced to **EIGHT** miles per hour.

63. Regular trains at meeting points will take the right hand track, be it main line or siding. All spring switches, at permanent meeting points, will be set accordingly. All extra trains will take siding for regular trains.

64. Following sections of trains must keep at least 2000 feet apart, except when closing up at stations and meeting siding.

65. A train must not arrive at a station in advance of its schedule arriving time. A train must not leave a station in advance of its schedule leaving time.

66. A train must not display signals for a following section, nor an extra train be run without orders from the Dispatcher.

57. When signals displayed for a section are taken down at any point before that section arrives, the Motorman will, if there be no other provisions arrange with the Operator, with the Switch-tender, or in the absence of both with a Flagman left there for the purpose, to notify all opposing trains of the same or inferior class leaving such point, that the section for which the signals were displayed has not arrived. If impossible for the Motorman to notify opposing trains as provided herein, then the train displaying the signals shall await the arrival of the section for which signals are displayed before taking such signals down.

68. Work extras will be assigned working limits. Within these limits such trains must move with the current of traffic, unless train orders otherwise direct.

69. Trains must approach the end of double track, junctions, railroad crossings at grade, and drawbridges, prepared to stop, unless the switches and signals are right and the track is clear. Where required by law, trains must stop.

70. If practicable to avoid it, a train must not be allowed to stand on a curve between stations.

71. If a train should part while in motion, Trainmen must, if possible, prevent damage to the detached portions. The signals prescribed by Rules 20D-23F must be given, and the front portion of the train kept in motion until the detached portion is stopped.

72 When a train stops or is delayed, under circumstances in which it may be overtaken by another train, the CONDUCTOR OR FLAGMAN MUST GO BACK IMMEDIATELY WITH STOP SIGNALS A SUFFICIENT DISTANCE TO INSURE FULL PROTECTION. When recalled he may return to his train, first placing two torpedoes on the rail when the conditions require it. The front of a train must be protected in the same way, when necessary, by the Motorman.

73. When the Flagman goes back to protect the rear of his train, the Conductor must assume his duties on the train.

74. When cars are pushed by a motor (except when shifting and making up trains in yards) a Flagman must take conspicuous position on front of the leading car and signal the Motorman in case of need.

75. Switches must be left in proper position after having been used. Conductors are responsible for the position of the switches used by them and their trainmen, except where Switchtenders are stationed.

76. Both Conductors and Motormen are responsible for the safety of their trains and the proper fulfillment of all running orders received by them, either from Operators or direct from the Dispatchers governing the operation of their trains, and under conditions not provided for by the rules must take every precaution for their protection. Conductors must be on Rear Platform at all Meeting Points.

77. In all cases of doubt or uncertainty the safe course must be taken and no risks run.

78. Trainmen throwing switches to allow cars to pass onto sidings will, after throwing the switch, put the lock in the staple and keep their hands off the lever until the car has passed entirely over the switch. Motormen should not move the car until this is done.

RULES FOR MOVEMENT BY TRAIN ORDERS.

79. Trainmen will receive and repeat back orders ONLY to authorized Dispatcher or Operator and if in doubt question such Dispatcher until satisfied.

80. Do not cut out your telephone after once reporting yourself to the Dispatcher until you receive, and fully understand, his instructions. Should the telephone be working so badly that you cannot make each other understand on it, or should it fail altogether, regular trains will lose no time but proceed to their regular meeting points.

81. For movements not provided for by Time Table, train orders will be issued by authority of the Train Dispatcher. They must contain neither information nor instructions not essential to such movements.

82. They must be brief and clear; in the prescribed forms when applicable.

83. Each Train Order must be given in the same words to all persons or trains addressed.

84. Regular trains will be designated in Train Orders by their numbers, as "No. 10," or "2d No. 10;" extra trains by car numbers, as "Extra 798," with the direction when necessary, as "East" or "West."

85. To obtain orders at stations where there are operators, the Operator will call up the Dispatcher upon approach of train, who will give such orders as are necessary. He shall repeat it to the Train Dispatcher,who will O. K. same, if correct. The Operator will repeat the orders to the Motorman and Conductor of the train, for whom it is intended, who shall repeat the order in full, back to the Operator, and it will then be in full force and effect. If for any reason the line should fail before the Dispatcher completes the order, it is of no effect and then must be treated as if it had not been sent. In case the line is out of order the Dispatcher will use such other means of communicating with the Operator as may be at his command.

86. If the Operator, or one, or both of the crew, or any of them, do not understand the order, or have any doubt concerning its meaning, the Dispatcher shall be notified.

87. In no case shall the Operator, or either, or both, of the crew attempt to influence the decision of the others as to the meaning of an order, nor shall either attempt to assume the sole responsibility for its interpretation. The slightest disagreement must be referred to the Dispatcher.

88. In no case shall a train leave a siding and run out on the main track before the orders have been received by the Motorman and repeated back as provided and the Conductor has given him the proper signal to proceed.

89. To obtain orders at telephone stations where there are no Operators, the Motormen of a train will call the Dispatcher, who will give such orders as are necessary, whereupon the Motormen will repeat it to the Train Dispatcher, who will O. K. same, if correct. When the order has thus been properly completed, it will be in full force and effect. If for any reason the line should fail before the Dispatcher completes the order, it is of no effect and must be then treated as if it had not been sent. See Rule 80.

90. When any train reaches a meeting point and finds that the train or trains to be met have not arrived, the Motorman shall *immediately* call the Dispatcher for orders as provided in Rule 89. If a train becomes 10 minutes late motorman will call Dispatcher at the first side track or siding for orders. See Rule 80.

91. When a Train Order has been repeated, and before "complete" has been given, the order must be treated as a holding order for the train addressed, but must not be otherwise acted on until "complete" has been given.

92. WHEN A TRAIN IS NAMED IN A TRAIN ORDER, ALL ITS SECTIONS ARE INCLUDED UNLESS PARTICULAR SECTIONS ARE SPECIFIED.

93. TRAINMEN MUST KNOW BEFORE PASSING TRAINS AGAINST WHICH THEY HAVE ORDERS, THAT THE TRAIN MET OR PASSED IS THE ONE SPECIFIED.

94. Unless otherwise directed, an operator must not repeat a Train Order for a train, the motor of which has passed his Train Order signal or station, until he has ascertained that the Conductor and Motorman have been notified that he has orders for them.

95. Train Orders once in effect continue so until fulfilled, superseded, or annulled. Any part of an order specifying a particular movement may be either superseded or annulled.

96. Operators will promptly record and report to the Dispatcher the time of departure of all trains and the direction of extra trains. They will record the time of arrival of trains and report it when so directed. Operators must have the proper appliances for hand signaling for immediate use, if required.

97. When an order has been given to "work" between designated points, no other extra Train shall be authorized to run over that part of the track without provision for passing the Work Extra.

98. When it is anticipated that a work extra may be where it cannot be reached for orders, it may be directed to report for orders at a given time and place, or an order may be given that it shall clear the track for (or protect itself after a certain time against) a designated extra.

DUTIES OF EMPLOYES

TRAIN DISPATCHERS

99. Train Dispatchers report to and receive their instructions from the Superintendent.

100. They will issue telephone orders for the movement of trains; see that they are transmitted and recorded in the manner prescribed in the rules; keep a record showing the time of arrival and departure of trains at all open telephone offices. Such record to be carefully filed for subsequent reference.

101. They must use great care in sending Orders, and not transmit an order faster than receiving Operator can take it. They will anticipate the necessity for orders as far as possible and have them ready for trains; also compel a prompt performance of duty on the part of the Trainmen, with a view to preventing delay.

CONDUCTORS AND MOTORMEN

102. Conductors and motormen report to and receive their instructions from the Superintendent. They will comply with the instructions of the Dispatchers.

103. Before going out on the road they must have a copy of the latest Time Table, and must examine the bulletin board and be fully informed as to all notices posted for their guidance.

They must compare time, before starting, with standard clock, and also check their watches with each other.

104. They are jointly and equally responsible for the safety of the train and the proper use of all precautions required by the Rules and Regulations, and although the Motormen are under the direction of the Conductors as regards to the management of train, they will not obey instructions which imperil the safety of the train or involve a violation of the rules.

105. On arrival at a terminal station, or where there is an Inspector, or Foreman of Repairs, they must report to him any defects in the condition of the cars, or any imperfect action of the brakes during the trip.

106. They will report promptly by telephone to the Dispatcher any defects in the track, switches, switch locks, target lights, overhead wires, or cars.

107. AT RAILROAD CROSSINGS--Trains must be brought to a full stop, at a safe distance, approaching railroad crossing at grade, unless controlled by inter-locking system, and Motorman must not proceed until Conductor has gone ahead across all tracks looking both ways, and given the "Come Ahead" signal. Before starting, the Motorman will look back to see that no passengers are getting on or off; and in no case proceed, even after Conductor's signal, until he has also examined the crossing and satisfied himself that trains are not approaching.

108. In case Motormen and Conductors change off before the completion of their trip, they must carefully exchange all special orders which they may have, and each must know that his orders are perfectly understood by the other and they must then carefully compare the orders they receive with those in the hands of the Motorman of the train to which they have transferred, before proceeding on the trip. But changes of this kind must never be made without permission from the proper officers.

109. Each Conductor must know that his train is supplied with proper signals. He must see for himself before leaving any point on line where signals are being displayed or taken down that signals are properly displayed, if impossible for Conductor to see signals he will confer with Motorman before starting train and ascertain that signals are being properly displayed.

110. Conductors of passenger trains will pass entirely through their train after leaving each station where their train stops, for the purpose of collecting tickets and fares; and where stops are made at long intervals, they shall frequently pass through to look after the comfort of the passengers.

111. Conductors will keep themselves thoroughly posted as to the time of arrival and departure of trains of connecting roads at junction stations.

112. Conductor will see that stations and crossings are promptly and properly called in each car in his train. Where trains leave in different directions, the Conductor of each train must announce distinctly in each ca before starting, the principal stations on the route.

113. Motormen are required to observe the position of all switches and must know that such switches are right before passing over them.

114. They will be held responsible for the detection and careful interpretation of all signals given while on the road, when such signals are visible from any position in the vestibule.

115. When approaching switches which they are to use, they must know positively that switches are in proper position and that no portion of train or car is allowed to stand where it will obstruct other tracks improperly.

116. When switches are being turned ahead of approaching cars, Motormen must know that their train is under control, so as to avoid derailment in case of the imperfect working of the switch.

117. They will report the absence of lights at switches where lights should be shown, and in approaching such switches they will reduce speed, with the train under control, until the position of the switch is determined.

118. They must not move any train or car at night without a light in front and rear. If any accident should happen to the headlight, a lantern must be used in its place.

119. Motormen will, under no circumstances, allow anyone, no matter what rank, to operate any of the machinery on the car, unless they have a letter directed to them personally and signed by the Superintendent; in which case they will be held accountable for the safety of the train.

120. Under no circumstances shall the Conductor remain in the Motorman's vestibule longer than is necessary to properly receive or deliver Train Orders.

Location of Telephone Stations:

(DISPATCHER'S OFFICE
AT OWENS ST., STILLWATER.)

Duluth Ave.
KERWIN ST.
MARYLAND
COLBY
SOO LINE CROSSING
LONG LAKE
WILDWOOD
GRANT
PARENTS
Laurel & 5th St.
Chestnut & 3rd St.
Churchill & 3rd St.
New States Prison
So. Stillwater wye
LAKE SHORE, W. BEAR
White Bear wye
Mahtomedi wye

Stations in large type are provided with semaphores. Before leaving telephone station, trainmen must be careful to open switch and lock the station door.

TWIN
CITY
LINES

THE

Minneapolis & St. Paul Suburban Railroad Co.

Stillwater Division

SUNDAY TIME TABLE

Series - No. 117

Effective May 17, 1914

FOR THE GOVERNMENT AND INFORMATION OF EMPLOYES ONLY

This Time Table, from the time it takes effect, supersedes the preceding Time Table and all special instructions relating thereto. This Time Table must not be lost.

J. D. HAGERTY, - Chief Dispatcher
CHAS. H. RINKER, - Superintendent
J. J. CAUFIELD, Gen. Superintendent

← WES

1ST CLASS	1ST CLASS	1ST CLASS	1ST CLASS	1ST CLASS	1ST CLASS	1ST CLASS	1ST CLASS	1ST CLASS	1ST CLASS	1ST CLASS	1ST CLASS	1ST CLASS	1ST CLASS	1ST CLASS	1ST CLASS	1ST CLASS	1ST CLASS	1ST CLASS	1ST CLASS	1ST CLASS	1ST CLASS	1ST CLASS	1ST CLASS	1ST CLASS	1ST CLASS	1ST CLASS	1ST CLASS	1ST CLASS	1ST CLASS
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P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.

ST. PAUL AND STILLWATER, WHITE BEAR-MAHTOMEDI RUN GUIDE

RUN	TRAIN NO.	PULL OUT	DIRECTION	RELIEF	PULL IN	TRAIN NO.	RELIEF	DIRECTION	RELIEF	TRAIN NO.	PULL OUT	DIRECTION	RELIEF	DIRECTION	PULL IN	Platf'rm Time	Allowed Time	TOTAL TIME
1	1	6.23	EAST	1 04		4	2.49	EAST	6.49		Mahto							10.41
2	2	6.50	EAST	11 04		3	12.19	EAST	7.04									10.59
3	3	6 22	EAST	12.19		5	1.19	EAST	6 19									10.57
4	4	7.07	WEST	12 04		1	1.04	WEST	6.49									10.42
5	5	7.37	WEST	1.19		5	3.04	WEST	7.49		Mahto.							10 27
6	2	8.34	WEST	12 34	H. P.					5	H. P.		3.04	WEST	10 04			11.00
7	3	9 04	WEST	3.04	H. P.					5	H. P.		5.34	WEST	10.34			11.00
8	3	9.04	WEST	3 04	Mahto.					4			5.04	WEST	11.04			12.00
9	5	10.04	WEST	2.49	Mahto.					2			4.49	EAST	11.54			11.50
10						2	11.04	WEST	4.49	5			6.19	EAST	11.34			11.00
11						4	12.04	WEST	5.04	3			7.04	WEST	12.42			10.38
12					H. P.	5	12.34	WEST	5 34	1			6.49	EAST	1.20			11.31
																		132.45

STILLWATER LOCALS RUN GUIDE

RUN	TRAIN NO.	PULL OUT	DIRECTION	RELIEF	PULL IN	TRAIN NO.	RELIEF	DIRECTION	RELIEF	TRAIN NO.	PULL OUT	DIRECTION	RELIEF	DIRECTION	PULL IN	Platf'rm Time	Allowed Time	TOTAL TIME
1	12	7.10	SOUTH	10.27		13	12.57	SOUTH	6 57									9.17
2	13	8.46	SOUTH	12 57						12			6.27	SOUTH	11 17			9.01
3	14	8.00	EAST	11.57		12	1.27	SOUTH	6 27									8.57
4						12	10.27	SOUTH	1 27	14			4.57	EAST	11.27			9.30
5						14	11.57	EAST	4.57	13			6.57	SOUTH	11.44			9 47
																		46.32

	9	9
	12.41	11.15
	12.37	11.10
	12.27	11.00
	12 20	10.53
	A.M.	P.M.

T BOUND—Read Up

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1st CLASS	1st CLASS	1st CLASS	1st CLASS	1st CLASS	1st CLASS	1st CLASS	1st CLASS	1st CLASS	1st CLASS	1st CLASS	1st CLASS	1st CLASS	1st CLASS	1st CLASS	1st CLASS	1st CLASS	1st CLASS	1st CLASS	1st CLASS	1st CLASS	1st CLASS	1st CLASS	1st CLASS	1st CLASS	1st CLASS	1st CLASS	1st CLASS	1st CLASS	1st CLASS	1st CLASS	1st CLASS	1st CLASS	1st CLASS	1st CLASS
	3	5	2	1	5	4	3	2	1	5	4	3	2	1	5		4	3	2	1	5	4	3	2	1	5	4	3	2	1	5	4	3	2
PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS
....	12.22	....	11.34	11.26	10.56	10.26	9.56	9.26	8.56	8 26	7.56	7.26	6.56	6.26	5.56	....	5.26	4.56	4.26	3.56	3.26	2.56	2.26	1.56	1 26	12.56	12.26	11.56	11.26	10.56	10.26	9.56	9.26	8.56
....	12.19	....	11.31	11.23	10.53	10.23	6.53	9.23	8.53	8.23	7.53	7.23	6.53	6 23	5.53	....	5.23	5.53	4.23	3.53	3.23	2.53	2.23	1.53	1.23	12.53	12.23	11.53	11.23	10.53	10.23	9.53	9.23	8.53
....	12.13	....	11.25	11.16	10.46	10.16	9.46	9.16	8.46	8.16	7.46	7.16	6.46	6.16	5.46	....	5.16	4.46	4.16	3.46	3.16	2.46	2.16	1.46	1.16	12.46	12.16	11.46	11.16	10.46	10.16	9.46	9.16	8.46
....	12 01	11.34	11.13	11 04	10.34	10.04	9.34	9.04	8.34	8.04	7.34	7.04	6.34	6.04	5.34	....	5.04	4.34	4.04	3.34	3.04	2.34	2.04	1.34	1.04	12.34	12.04	11.34	11.04	10.34	10.04	9.34	9.04	8.34
....	11.56	11.29	11.09	10.59	10.29	9.59	9.29	9.59	8.29	7.59	7.29	6.59	6.29	5.59	5.29	....	4.59	4.29	3.59	3.29	2.59	2.29	1.59	1.29	12.59	12.29	11.59	11.29	10.59	10.29	9.59	9.29	8.59	8.29
....	11.54	11.27	11.07	10.57	10.27	9.57	9.27	8.57	8.27	7.57	7.27	6.57	6.27	5.57	5.27	....	4.57	4.27	3.57	3.27	2.57	2.27	1.57	1.27	12.57	12.27	11.57	11.27	10.57	10.27	9.57	9.27	8.57	8.27
....	11.51	....	11.04	10.54	10.24	9.54	9.24	8.54	8.24	7.54	7.24	6.54	6.24	5.54	5.24	....	4.54	4.24	3.54	3.24	2.54	2.24	1.54	1.24	12.54	12.24	11.54	11.24	10.54	10.24	9.54	9.24	8.54	8.24
....	11.44	....	10 57	10.47	10.17	9 47	9.17	8.47	8.17	7.47	7.17	6.47	6.17	5.47	5.17	....	4.47	4.17	3.47	3.17	2.47	2.17	1.47	1.17	12.47	12.17	11.47	11.17	10.47	10.17	9.47	9.17	8.47	8.17
....	11.39	....	10.52	10.42	10.12	9.42	9.12	8.42	8.12	7.42	7.12	6.42	6.12	5.42	5.12	....	4.42	4.12	3.42	3.12	2.42	2.12	1.42	1.12	12.42	12.12	11.42	11.12	10.42	10.12	9.42	9.12	8.42	8.12
....	11.36	....	10.50	10 39	10 09	9.39	9.09	8.39	8.09	7.39	7.09	6.39	6.09	5.39	5.09	....	4.39	4.09	3.39	3.09	2.39	2.09	1.39	1.09	12.39	12.09	11.39	11.09	10.39	10.09	9.39	9.09	8.39	8.09
....	11 31	....	....	10.34	10.04	9.34	9.04	8.34	8.04	7.34	7.04	6.34	6.04	5.34	5.04	....	4.34	4.04	3.34	3.04	2.34	2.04	1.34	1.04	12 34	12.04	11.34	11.04	10.34	10.04	9.34	9.04	8.34	8.04
....	11 24	....	....	10.27	9.57	9.27	8.57	8.27	7.57	7.27	6.57	6.27	5.57	5.27	4.57	....	4.27	3.57	3.27	2.57	2.27	1.57	1.27	12.57	12.27	11.57	11.27	10.57	10.27	9.57	9.27	8.57	8.27	7.57
....	11.21	....	....	10.24	9.54	9.24	8 54	8.24	7.54	7.24	6.54	6.24	5.54	5.24	4.54	....	4.24	3.54	3.24	2.54	2.24	1.54	1.24	12.54	12.24	11.54	11.24	10.54	10.24	9.54	9.24	8.54	8.24	7.54
....	11.14	....	....	10.17	9 47	9.17	8.47	8.17	7.47	7.17	6.47	6.17	5.47	5.17	4.47	....	4.17	3.47	3.17	2.47	2.17	1.47	1.17	12.47	12.17	11.47	11.17	10.47	10.17	9.47	9.17	8.47	8.17	7.47
....	11.13	....	....	10.16	9.46	9.16	8.46	8.16	7.46	7.16	6.46	6.16	5.46	5.16	4.46	....	4.16	3.46	3.16	2.46	2.16	1.46	1.16	12.46	12.16	11.46	11.16	10.46	10.16	9.46	9.16	8.46	8.16	7.46
A.M.	P. M.	P.M.	P. M.	P. M.	P. M.	P. M.	P.M.	P. M.	P. M.	P.M.	P. M.	P. M.	P. M.	P. M.	P. M	P.M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.

WEST BOUND — Read Up

2	7	10	9	8	7		10	7				8	9		10	7	8	9	10	7	8	9	10	7	8	9	10	7	8	9	10	7	8	9
10.29	......	9.32	......	8 32	......	......	7.32	......	......	......	......	6.32	......	......	5.32	......	4.32	......	3.32	......	2.32	......	1.32	......	12.32	......	11.32	......	10.32	......	9.32	......	8.32	......
10.25	......	9.26	......	8.26	......	......	7.27	......	......	......	......	6.27	......	......	5.27	......	4.27	......	3.27	......	2.27	......	1.27	......	12.27	......	11.27	......	10.27	......	9.27	......	8.27	......
10.16	10.09	9.17	9.09	8.17	8.09	......	7.17	7.09	......	......	......	6.17	6.09	......	5.17	5.09	4.17	4.09	3 17	3.09	2.17	2.09	1.17	1.09	12.17	12.09	11.17	11.09	10.17	10.09	9.17	9.09	8.17	8.09
......	10 02	......	9.02	......	8.02	......	......	7.02	......	......	......	......	6.02	......	......	5 02	......	4.02	......	3.02	......	2.02	......	1.02	......	12.02	......	11 02	......	10.02	......	9.02	......	8.02
P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.

NORTH BOUND — Read Up

13	12	13	12	13	12	13	12	13	12	13	12	13	12	13	12	13	12	13	12	13	12	13	12	13	12	13	12	13
11.44	11.17	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......
......	......	10.52	10.22	9.52	9.22	8.52	8.22	7.52	7.22	6.52	6.2	5.52	5.22	4.52	4.22	3.52	3.22	2.52	2.22	1.52	1.22	12.52	12.22	11.52	11.22	10.52	10.22	9.52
11.42	11.15	10.49	10.19	9.49	9.19	8.49	8.19	7.49	7.19	6.49	6.1	5.49	5.19	4.49	4.19	3.49	3.19	2.49	2.19	1.49	1.19	12.49	12.19	11.49	11.19	10.49	10.19	9.49
......	......	10.44	10.14	9.44	9.14	8.44	8.14	7.44	7.14	6.44	6.1	5.44	5.14	4.44	4.14	3.44	3.14	2.44	2.14	1.44	1.14	12.44	12.14	11.44	11.14	10.44	10.14	9.44
......	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......
11.37	11.09	10.39	10.09	9.39	9.09	8.39	8.09	7.39	7.09	6.39	6.0	5.39	5.09	4.39	4.09	3.39	3.09	2.39	2.09	1.39	1.09	12.39	12.09	11.39	11.09	10.39	10.09	9.39
11.23	10.55	10.25	9.55	9.25	8.55	8.25	7.55	7.25	6.55	6.25	5.5	5.25	4.55	4.25	3.55	3.25	2.55	2.25	1.55	1.25	12.55	12.25	11.55	11.25	10.55	10.25	9.55	9.25
P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.

WEST BOUND —Read Up

1	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14
12.41	11.27	10.57	10.27	9.57	9.27	8.57	8.27	7.57	7.27	6.57	6.2	5.57	5.27	4.57	4.27	3.57	3.27	2.57	2.27	1.57	1.27	12.57	12.27	11.57	11.27	10.57	10.27	9.57
12.34	11.19	10.49	10.19	9.49	9.19	8.49	8.19	7.49	7.19	6.49	6.1	5.49	5.19	4.49	4.19	3.49	3.19	2.49	2.19	1.49	1.19	12.49	12.19	11.49	11.19	10.49	10.19	9.49
....	11.14	10.44	10.14	9.44	9.14	8.44	8.14	7.44	7.14	6.44	6.14	5.44	5.14	4.44	4.14	3.44	3.14	2.44	2.14	1.44	1.14	12.44	12.14	11.44	11.14	10.44	10.14	9.44
A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	A.M.	A.M.	A.M.	A.M.	A.M.

gures In RED Indicate Carded Meets

1ST CLASS	1ST CLASS	1ST CLASS	1ST CLASS	1ST CLASS	1ST CLASS	1ST CLASS		ST. PAUL and STILLWATER TIME TABLE NO. 3685		1ST CLASS	1ST CLASS	1ST CLASS	1ST CLASS	1ST CLASS	1ST CLASS	1ST CLASS	1ST CLASS	1ST CLASS	1ST CLASS	1ST CLASS	1ST CLASS	1ST CLASS	1ST CLASS	1ST CLASS	1ST CLASS	1ST CLASS	1ST CLASS	1ST CLASS	1ST CLASS
1	5	4	3					TRAIN NUMBER						3	1	8	2	3	4	5	1	2	3	4	5	1	2	3	4
PASS	PASS	PASS	PASS	PASS	PASS	PASS		TOTAL TIME CARD TIME, 113.15		PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS
							MILES	SIDINGS	MILES	A. M.	A.M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.
8.26	7.57	7.27	6.57				20.49	SEVEN CORNERS TERMINAL										6.57	7.27	7.57	8.27	8.57	9.27	9.57	10.27	10.57	11.27	11.57	12.27
8.23	7.54	7.24	6.54				20.12	WABASHA AND 7TH ST	.37									7.00	7.30	8.00	8.30	9.00	9.30	10.00	10.30	11.00	11.30	12.00	12.30
8.16	7.48	7.18	6.48				19.58	BROADWAY AND 7TH ST.	.91									7.07	7.37	8.07	8.37	9.07	9.37	10.07	10.37	11.07	11.37	12.07	12.37
8.04	7.37	7.07	6.37				17.48	DULUTH AVE	3.01					6.22	6.23	6.45	6.50	7.19	7.49	8.19	8.49	9.19	9.49	10.19	10.49	11.19	11.49	12.19	12.49
7.59			6.32				15.87	KERWIN ST	4.62					6.26	6.27	6.49	6.55	7.24	7.54	8.24	8.54	9.24	9.54	10.24	10.54	11.24	11.54	12.24	12.54
7.57			6.30				15.06	MARYLAND	5.43					6.29	6.30	6.51	6.57	7.27	7.57	8.27	8.57	9.27	9.57	10.27	10.57	11.27	11.57	12.27	12.57
7.54							13.72	COLBY	6.77						6.33	6.54	7.00	7.30	8.00	8.30	9.00	9.30	10.00	10.30	11.00	11.30	12.00	12.30	1.00
7.47							11.79	SOO LINE CROSSING	8.70						6.40	7.01	7.07	7.37	8.07	8.37	9.07	9.37	10.07	10.37	11.07	11.37	12.07	12.37	1.07
7.42							9.59	LONG LAKE	10.90						6.45	7.06	7.12	7.42	8.12	8.42	9.12	9.42	10.12	10.42	11.12	11.42	12.12	12.42	1.12
7.39							8.43	WILDWOOD PARK	12.06						6.47	7.08	7.15	7.45	8.15	8.45	9.15	9.45	10.15	10.45	11.15	11.45	12.15	12.45	1.15
7.34							6.47	GRANT	14.02						6.52		7.20	7.50	8.20	8.50	9.20	9.50	10.20	10.50	11.20	11.50	12.20	12.50	1.20
7.27							2.38	PARENTS	18.11						6.59		7 27	7.57	8.27	8.57	9.27	9.57	10.27	10.57	11.27	11.57	12.27	12.57	1.27
7.24							1.36	OWEN ST. STATION	19.13						7.02		7.29	7.59	8.29	8.59	9.29	9.59	10 29	10.59	11.29	11.59	12.29	12.59	1.29
7.17								MAIN ST	20.38						7.08		7.35	8.05	8.35	9.05	9.35	10.05	10.35	11.05	11.35	12.05	12.35	1.05	1.35
7.16								STILLWATER U. D.	20.44						7.09		7.36	8 06	8.36	9.06	9.36	10.06	10.36	11 06	11.36	12 06	12.36	1.06	1.36
A. M.	A. M.	A. M.	A. M.	A. M.	A.M.	A. M.																							

WHITE B'R. & MAHTOMEDI

EAST BOUND — Read

10		8						TIME TABLE NO. 3686 TRAIN NUMBER							8	9		10	7	8	9	10	7	8	9	10	7	8	9
								TOTAL TIME CARD TIME, 19.30		A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M
8.02		7.22					6.28	WHITE BEAR							7.23			8.23		9.23		10.23		11.23		12.23		1.23	
7.57		8.18					5.36	LAKE SHORE	.92						7.27			8 27		9.27		10.27		11.27		12 27		1.27	
7.47		7.09					1.79	WILDWOOD PARK	4.49						7.37	7.45		8.37	8.45	9.37	9.45	10.37	10.45	11.37	11.45	12.37	12.45	1.37	1.45
								MAHTOMEDI	6.28							7.53			8.53		9.53		10.53		11.53		12.53		1.53
A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.																							

SOUTH STILLWATER

SOUTH BOUND — Read

12	13	12						TIME TABLE NO. 3687 TRAIN NUMBER						12	13	12	13	12	13	12	13	12	13	12	13	12	13	12	13
								TOTAL TIME CARD TIME, 31.05		A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
							6.36	OWEN ST. STATION						7.10	8.46														
9.22	8.52	8.22					5.39	WILKIN ST								8.24	8.54	9.24	9.54	10.24	10 54	11.24	11.54	12.24	12.54	1.24	1.54	2.24	2.54
9.19	8.48	8.19					4.80	LAUREL AND 5TH ST	.38					7.12	8.48	8.27	8.57	9.27	9 57	10.27	10 57	11.27	11.57	12.27	12.57	1.27	1.57	2.27	2.57
9.14		8.14					3.79	STILLWATER U. D	1.39					7 17		8.32	9.02	9.32	10.02	10.32	11.02	11.32	12.02	12.32	1.02	1.32	2.02	2.32	3.02
							3.06	CHURCHILL AND 3D STS.	2.12					7.23		8.38	9.08	9.38	10.08	10.38	11.08	11.38	12.08	12.38	1.08	1.38	2.08	2.38	3.08
9.09		7.54					3.01	CHURCHILL AND 3D ST. SIDING	2.17					7.24		8.39	9.09	9.39	10.09	10.39	11.09	11.39	12.09	12.39	1.09	1.39	2.09	2.39	3.09
8.55		7.40						SOUTH STILLWATER	5.18					7.38		8 53	9.23	9.53	10.23	10.53	11.23	11.53	12.23	12.53	1.23	1.53	2.23	2.53	3.23
A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.																							

OWEN STREET

EAST BOUND — Read

14	14	14						TIME TABLE NO. 3688 TRAIN NUMBER					14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14
								TOTAL TIME CARD TIME, 15.27		A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
9.27	8.57	8.27					2.23	OWEN ST. STATION					8.00	8.30	9.00	9.30	10.00	10.30	11.00	11.30	12.00	12.30	1.00	1.30	2.00	2.30	3.00	3.30	4.00
9.19	8.49	8.19					.73	CHURCHILL AND 3D STS.	1.50				6.08	8.38	9.08	9.38	10.08	10.38	11.08	11.38	12.08	12.38	1.08	1.38	2.08	2.38	3.08	3.38	4.08
9.14	8.44	8.14						STILLWATER U. D.	2.23				8.13	8.43	9.13	9.43	10.13	10.43	11.13	11.43	12.13	12.43	1.13	1.43	2.13	2.43	3.13	3.43	4.13
A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.																							

EAST BOUND—Read Down →

1ST CLASS	1ST CLASS	1ST CLASS	1ST CLASS	1ST CLASS	1ST CLASS	1ST CLASS	1ST CLASS	1ST CLASS	1ST CLASS	1ST CLASS	1ST CLASS	1ST CLASS	1ST CLASS	1ST CLASS	1ST CLASS	1ST CLASS	1ST CLASS	1ST CLASS	1ST CLASS	1ST CLASS	1ST CLASS	1ST CLASS	1ST CLASS	1ST CLASS	1ST CLASS	1ST CLASS	1ST CLASS	1ST CLASS	1ST CLASS	1ST CLASS	1ST CLASS	1ST CLASS
5	1	2	3	4	5	1	2	3	4		5	1	2	3	4	5	1	2	3	4	5	1	2	3								
PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P.M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P M.	A.M.	P.M.	P. M.	P. M.	P. M.	P.M.	P. M.	P. M.	P. M.
12.57	1.27	1.57	2.27	2.57	3.27	3.57	4.27	4.57	5 27		5.57	6.27	6.57	7.27	7.57	8.27	8.57	9.27	9.57	10.27	10.57	11.27	11.34	12.22								
1.00	1.30	2.00	2.30	3.00	3.30	4.00	4.30	5.00	5.30		6.00	6.30	7.00	7.30	8.00	8.30	9.00	9.30	10.00	10.30	11.00	11.30	11.37	12.25								
1.07	1.37	2.07	2.37	3.07	3.37	4.07	4.37	5.07	5.37		6.07	6.37	7.07	7.37	8.07	8.37	9.07	9.37	10.07	10.37	11.07	11.36	11.43	12.31								
1.19	1.49	2.19	2.49	3.19	3.49	4.19	4.49	5.19	5.49		6.19	6.49	7.19	7.49	8.19	8.49	9.19	9.49	10.19	10.49	11.19	11.47	11.54	12.42								
1.24	1.54	2.24	2.54	3.24	3.54	4.24	4.54	5.24	5.54		6.24	6.54	7.24	7.54	8.24	8.54	9.24	9.54	10.24	10.54	11.24	11.52										
1.27	1.57	2.27	2.57	3.27	3.57	4.27	4.57	5.27	5.57		6.27	6.57	7.27	7.57	8.27	8,57	9.27	9.57	10.27	10.57	11.26	11.54										
1.30	2.00	2.30	3.00	3.30	4.00	4.30	5.00	5.30	6.00		6.30	7.00	7.30	8.00	8.30	9.00	9.30	10.00	10.30			11.57										
1.37	2.07	2.37	3.07	3.37	4.07	4.37	5.07	5.37	6.07		6.37	7.07	7.37	8.07	8.37	9.07	9.37	10.07	10.37			12.04										
1.42	2.12	2.42	3.12	3.42	4.12	4.42	5.12	5.42	6.12		6.42	7.12	7.42	8.12	8.42	9.12	9.42	10.12	10.42			12.09										
1.45	2.15	2.45	3.15	3.45	4.15	4.45	5.15	5.45	6.15		6.45	7.15	7.45	8.15	8.45	9.15	9.45	10.15	10.45			12.12										
1.50	2.20	2.50	3.20	3.50	4.20	4.50	5 20	5 50	6.20		6.50	7.20	7.50	8.20	8.50	9.20	9.50		10 50			12.17										
1.57	2.27	2.57	3.27	3.57	4.27	4.57	5.27	5.57	6.27		6.57	7.27	7.57	8.27	8,57	9.27	9.57		10.57			12.24										
1.59	2.29	2.59	3.29	3.59	4.29	4.59	5.29	5.59	6.29		6.59	7.29	7.59	8.29	8.59	9.29	9.59		10.59			12.27										
2.05	2.35	3.05	3.35	4.05	4.35	5.05	5.35	6.05	6.35		7.05	7.35	8.05	8 35	9.05	9.35	10.05		11.05			12.31										
2.06	2.36	3 06	3.36	4.06	4.36	5 06	5.36	6 06	6.36		7.06	7.36	8.06	8.36	9.06	9.36	10.06		11 06													

Down →

10	7	8	9	10	7		8	9			10	7			8	7	10	9	8	7	10	2	9	9	9	9
P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	A.M.	A.M.
2.23		3.23		4.23			5.23				6.23				7.23		7.53		8.53		9.53	10.30		11.20		12.42
2.27		3.27		4.27			5.27				6.27				7.27		7.57		8.57		9.57	10.34		11.24		12.46
2.37	2.45	3.37	3.45	4.37	4.45		5.37	5.45			8.37	6.45			7.37	7.45	8.07	8.45	9.07	9.45	10.07	10.44	10 45	11.34	12.12	12.56
	2.53		3.53		4.53			5.53				6.53				7.53		8.53		9.53			10.53		12 20	

Down →

12	13	12	13	12	13	12	13			12	13	12	13	12	13	12	13
P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P M.	P.M.	P.M.	P.M.
3.24	3 54	4.24	4.54	5.24	5.54	6.24	6.54			7.24	7.54	8.24	8.54	9.24	9.54	10 24	10.54
3.27	3.57	4.27	4.57	5.27	5.57	6.27	6.57			7.27	7.57	8.27	8.57	9.27	9.57	10.27	10.57
3.32	4.02	4.32	5.02	5.32	6.02	6.32	7.02			7.32	8.02	8.32	9.02	9.32	10.02	10.32	11.02
3.38	4.08	4.38	5.08	5.38	6.08	6.38	7.08			7.38	8.08	8.38	9.08	9.38	10.08	10.38	11.08
3.39	4.09	4.39	5.09	5.39	6.09	6.39	7.09			7.39	8.09	8.39	9.09	9.39	10.09	10,39	11.09
3.53	4.23	4.53	5.23	5.53	6.23	6.53	7.23			7.53	8.23	8.53	9.23	9.53	10.23	10.53	11.23

Down →

14	14	14	14	14	14	14	14	14	14	14	14	14	14				
P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.				
4.30	5.00	5.30	6.00	6.30	7.00	7.30	8.00	8.30	9.00	9.30	10.00	10.30	11.00				
4.38	5.08	5.38	6.08	6.38	7.08	7.38	8.08	8.38	9.08	9.38	10.08	10 38	11.08				
4.43	5.13	5.43	6.13	6.43	7.13	7.43	8.13	8.43	9.13	9.43	10.13	10.43	11.13				

1st Class	1st Class	1st Class	1st Class	1st Class	1st Class	1st Class	1st Class	1st Class	1st Class	1st Class	1st Class	1st Class	1st Class	1st Class	1st Class	1st Class	1st Class	1st Class
PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS
P.M.	P.M.	P.M.	P.M.	P.M.	A.M.	P.M.	A.M.	A.M.	P.M.	A. M.	A.M.	A.M.	A.M.	A.M.	A. M.	A. M.	A. M.	A. M.

I have read and understand the rules and schedule contained in this Time Table and agree to abide thereby and to always carry same with me while on duty, and when this Time Table is superseded by a new Time Table I will return this copy to the Dispatcher.

-- Conductor
Motorman.

(A) Train No. 1 due at Chestnut and 3rd St. 12:31 A. M. East bound will run via Owen St. line to Duluth Ave. (See Owen St. Card.)

(B) Maryland trains will run as a section of St. Paul and Stillwater train between Seven Corners Terminal and Maryland wye. The runs on St. Paul and Stillwater Run Guide will be designated by H. P. Motormen on Stillwater trains East bound at Maryland will be responsible for the protection of their train and will exchange all orders with West bound trains the same as at any other meeting siding. Maryland trains East bound at Maryland must whistle signals for West bound trains and protect all sections in their train when necessary.

(C) This time table provides for through service between St. Paul, White Bear and Mahtomedi. White Bear and Mahtomedi trains will follow as sections of regular St. Paul and Stillwater trains to Wildwood (see White Bear and Mahtomedi time table on arriving at Wildwood for time.) Through trains arriving at Wildwood from White Bear and Mahtomedi will follow first West bound St. Paul and Stillwater train arriving there according to the rules governing following sections of trains. White Bear and Mahtomedi train has no right on main line without orders but it will be understood that this through service is a part of regular time table and in case telephone is out of order trainmen will be governed by rule 80 Suburban rules. White Bear trains will report before leaving end of line (see rule 80 Suburban rules.) Runs on St. Paul and Stillwater Run Guide will be designated by White Bear or Mahtomedi (see supplement White Bear and Mahtomedi follower card.)

(D) Train No. 2 leaving St. Paul at 9:30 P. M. will carry White Bear signs and run to White Bear (see time table on arriving at Wildwood.)

(E) Owen St. time in red at Churchill and 3rd St. East bound indicates meet with So. Stillwater train South bound.

(F) Train No. 1 West at Main St. 7:17 A. M. in red indicates meet with So. Stillwater train South bound.

(G) White Bear train No. 2 East due at Wildwood 10:44 P. M. due to leave Wildwood for St. Paul 10:50 P. M. West bound must know that train No. 3 due at Wildwood 10:45 P. M. East bound has arrived before proceeding.

ST. PAUL, WILDWOOD PARK AND WHITE BEAR

| EASTBOUND TRAINS | Five Cent Fare Zones | Miles | Ex. Sun. E | Sun Only | Ex. Sun. | Ex. Sun. D | Ex. Sun. | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Ex. Sun. | Sun. Only | Ex. Sun. | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily

ST. PAUL TO NORTH ST. PAUL, WILDWOOD PARK AND STILLWATER

EASTBOUND TRAINS

	Five Cent Fare Zones	Miles	5 Ex. Sun.	2 Ex. Sun.	3 Ex. Sun.	4 Ex. Sun.	5 Ex. Sun.	1 A	2 A	3 A	4 Daily	5 Daily	1 Daily	2 Daily	3 Daily	4 Daily	5 Daily	1 Daily	2 Daily	3 Daily	4 Daily	5 Daily	1 Daily	2 Daily	3 Daily	4 Daily	5 Daily	1 Daily	2 Daily	3 Daily	4 Daily	5 Daily	1 G	2 Daily	3 Daily	4 Daily	5 Daily	1 Daily	2 Daily	3 Daily	4 Daily	5 Daily	1F Daily
			A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
Leave St Paul																																										
" " "		.00						6:57	6:27	6:57	7:27	7:57	8:27	8:57	9:27	9:57	10:27	10:57	11:27	11:57	12:27	12:57	1:27	1:57	2:27	2:57	3:27	3:57	4:27	4:57	5:27	5:57	6:27	6:57	7:27	7:57	8:27	8:57	9:27	9:57	10:27	10:57	11:27
" " "		.38	4:05					6:59	6:29	6:59	7:29	7:59	8:29	8:59	9:29	9:59	10:29	10:59	11:29	11:59	12:29	12:59	1:29	1:59	2:29	2:59	3:29	3:59	4:29	4:59	5:29	5:59	6:29	6:59	7:29	7:59	8:29	8:59	9:29	9:59	10:29	10:59	11:29
" " "		.93	4:14					6:07	6:37	7:07	7:37	8:07	8:37	9:07	9:37	10:07	10:37	11:07	11:37	12:07	12:37	1:07	1:37	2:07	2:37	3:07	3:37	4:07	4:37	5:07	5:37	6:07	6:37	7:07	7:37	8:07	8:37	9:07	9:37	10:07	10:37	11:07	11:36
" " "		3.62	4:23	5:15	5:42	5:29	5:49	6:19	6:47	7:18	7:48	8:18	8:48	9:18	9:48	10:18	10:48	11:18	11:48	12:18	12:48	1:18	1:48	2:18	2:48	3:18	3:48	4:18	4:48	5:18	5:48	6:18	6:48	7:18	7:48	8:18	8:48	9:18	9:48	10:18	10:47
" " "		4.87	4:30	5:20	5:48	5:26	5:55	6:25	6:55	7:25	7:55	8:25	8:55	9:25	9:55	10:25	10:55	11:25	11:55	12:25	12:55	1:25	1:55	2:25	2:55	3:25	3:55	4:25	4:55	5:25	5:55	6:25	6:55	7:25	7:55	8:25	8:55	9:25	9:55	10:25	11:02
" " "		5.51	4:33	5:21	5:50	5:28	5:57	6:27	6:57	7:27	7:57	8:27	8:57	9:27	9:57	10:27	10:57	11:27	11:57	12:27	12:57	1:27	1:57	2:27	2:57	3:27	3:57	4:27	4:57	5:27	5:57	6:27	6:57	7:27	7:57	8:27	8:57	9:27	9:57	10:27	11:54
" " "	1st	6.36	4:38	5:23	5:52	5:30	5:59	6:29	6:59	7:29	7:59	8:29	8:59	9:29	9:59	10:29	10:59	11:29	11:59	12:29	12:59	1:29	1:59	2:29	2:59	3:29	3:59	4:29	4:59	5:29	5:59	6:29	6:59	7:29	7:59	8:29	8:59	9:29	9:59	10:29	11:56
" " "		7.97	4:35	5:25	5:54	5:32	6:01	6:31	7:01	7:31	8:01	8:31	9:01	9:31	10:01	10:31	11:01	11:31	12:01	12:31	1:01	1:31	2:01	2:31	3:01	3:31	4:01	4:31	5:01	5:31	6:01	6:31	7:01	7:31	8:01	8:31	9:01	9:31	10:01	10:31	11:58
" " "		8.00	4:27	5:27	5:57	5:34	6:03	6:34	7:04	7:34	8:04	8:34	9:04	9:34	10:04	10:34	11:04	11:34	12:04	12:34	1:04	1:34	2:04	2:34	3:04	3:34	4:04	4:34	5:04	5:34	6:04	6:34	7:04	7:34	8:04	8:34	9:04	9:34	10:04	10:34	12:01
" " "		8.32	4:28	5:28	5:58	5:35	6:05	6:35	7:05	7:35	8:05	8:35	9:05	9:35	10:05	10:35	11:05	11:35	12:05	12:35	1:05	1:35	2:05	2:35	3:05	3:35	4:05	4:35	5:05	5:35	6:05	6:35	7:05	7:35	8:05	8:35	9:05	9:35	10:05	10:35	12:02
" " "		8.48	4:39	5:29	5:59	5:36	6:06	6:36	7:06	7:36	8:06	8:36	9:06	9:36	10:06	10:36	11:06	11:36	12:06	12:36	1:06	1:36	2:06	2:36	3:06	3:36	4:06	4:36	5:06	5:36	6:06	6:36	7:06	7:36	8:06	8:36	9:06	9:36	10:06	10:36	12:03
" " "		8.66	4:40	5:30	6:00	5:37	6:07	6:37	7:07	7:37	8:07	8:37	9:07	9:37	10:07	10:37	11:07	11:37	12:07	12:37	1:07	1:37	2:07	2:37	3:07	3:37	4:07	4:37	5:07	5:37	6:07	6:37	7:07	7:37	8:07	8:37	9:07	9:37	10:07	10:37	12:04
" " "	2nd	8.95	4:44	5:31	6:01	5:38	6:08	6:38	7:08	7:38	8:08	8:38	9:08	9:38	10:08	10:38	11:08	11:38	12:08	12:38	1:08	1:38	2:08	2:38	3:08	3:38	4:08	4:38	5:08	5:38	6:08	6:38	7:08	7:38	8:08	8:38	9:08	9:38	10:08	10:38	12:05
" " "		10.38	4:46	5:35	6:05	5:42	6:12	6:41	7:11	7:41	8:11	8:41	9:11	9:41	10:11	10:41	11:11	11:41	12:11	12:41	1:11	1:41	2:11	2:41	3:11	3:41	4:11	4:41	5:11	5:41	6:11	6:41	7:11	7:41	8:11	8:41	9:11	9:41	10:11	10:41	12:08
Arrive Wildwood Park		10.43	4:50	5:37	6:07	5:45	6:15	6:44	7:14	7:44	8:14	8:44	9:14	9:44	10:14	10:44	11:14	11:44	12:14	12:44	1:14	1:44	2:14	2:44	3:14	3:44	4:14	4:44	5:14	5:44	6:14	6:44	7:14	7:44	8:14	8:44	9:14	9:44	10:14	10:44	12:11
" Curtin	3rd	12.07	4:59	5:47	6:17	5:55	6:25	6:54	7:24	7:54	8:24	8:54	9:24	9:54	10:24	10:54	11:24	11:54	12:24	12:54	1:24	1:54	2:24	2:54	3:24	3:54	4:24	4:54	5:24	5:54	6:24	6:54	7:24	7:54	8:24	8:54	9:24	9:54	10:24	11:01	12:14
" Grant		13.21				5:48	6:18	6:48	7:18	7:48	8:18	8:48	9:18	9:48	10:18	10:48	11:18	11:48	12:18	12:48	1:18	1:48	2:18	2:48	3:18	3:48	4:18	4:48	5:18	5:48	6:18	6:48	7:18	7:48	8:18	8:48	9:18	9:48	10:18	11:04	12:17
" Lois		13.86			Runs	5:50	6:20	6:50	7:20	7:50	8:20	8:50	9:20	9:50	10:20	10:50	11:20	11:50	12:20	12:50	1:20	1:50	2:20	2:50	3:20	3:50	4:20	4:50	5:20	5:50	6:20	6:50	7:20	7:50	8:20	8:50	9:20	9:50	.....	10:50	12:17
" Leis	4th	15.08			one	5:52	6:22	6:52	7:22	7:52	8:22	8:52	9:22	9:52	10:22	10:52	11:22	11:52	12:22	12:52	1:22	1:52	2:22	2:52	3:22	3:52	4:22	4:52	5:22	5:52	6:22	6:52	7:22	7:52	8:22	8:52	9:22	9:52	.....	10:52	12:19
" Autumn		16.09			hour	5:53	6:23	6:53	7:23	7:53	8:23	8:53	9:23	9:53	10:23	10:53	11:23	11:53	12:23	12:53	1:23	1:53	2:23	2:53	3:23	3:53	4:23	4:53	5:23	5:53	6:23	6:53	7:23	7:53	8:23	8:53	9:23	9:53	.....	10:53	12:20
" Masterman		17.11			later	5:55	6:25	6:55	7:25	7:55	8:25	8:55	9:25	9:55	10:25	10:55	11:25	11:55	12:25	12:55	1:25	1:55	2:25	2:55	3:25	3:55	4:25	4:55	5:25	5:55	6:25	6:55	7:25	7:55	8:25	8:55	9:25	9:55	.....	10:55	12:22
" Stillwater—City Limits—Parents	5th	18.22			on	5:57	6:27	6:57	7:27	7:57	8:27	8:57	9:27	9:57	10:27	10:57	11:27	11:57	12:27	12:57	1:27	1:57	2:27	2:57	3:27	3:57	4:27	4:57	5:27	5:57	6:27	6:57	7:27	7:57	8:27	8:57	9:27	9:57	.....	10:57	12:24
" Owen Street Station		19.42			Sun	6:00	6:30	7:00	7:30	8:00	8:30	9:00	9:30	10:00	10:30	11:00	11:30	12:00	12:30	1:00	1:30	2:00	2:30	3:00	3:30	4:00	4:30	5:00	5:30	6:00	6:30	7:00	7:30	8:00	8:30	9:00	9:30	10:00	.....	11:00	12:27
" Chestnut & 3rd Streets		20.28			days	6:04	6:34	7:04	7:34	8:04	8:34	9:04	9:34	10:04	10:34	11:04	11:34	12:04	12:34	1:04	1:34	2:04	2:34	3:04	3:34	4:04	4:34	5:04	5:34	6:04	6:34	7:04	7:34	8:04	8:34	9:04	9:34	10:04	.....	11:04	12:31
Arrive Stillwater—Union Station	6th	20.47				6:06	6:36	7:06	7:36	8:06	8:36	9:06	9:36	10:06	10:36	11:06	11:36	12:06	12:36	1:06	1:36	2:06	2:36	3:06	3:36	4:06	4:36	5:06	5:36	6:06	6:36	7:06	7:36	8:06	8:36	9:06	9:36	10:06	.....	11:06	12:32

STILLWATER, WILDWOOD PARK AND NORTH ST. PAUL TO ST. PAUL

WESTBOUND TRAINS

	Five Cent Fare Zones	Miles	2 Ex. Sun.	3 Ex. Sun.	4 B Ex. Sun.	5 Ex. Sun.	1 Daily	2 Daily	3 Daily	4 Daily	5 Daily	1 Daily	2 Daily	3 Daily	4 Daily	5 Daily	1 Daily	2 Daily	3 Daily	4 Daily	5 Daily	1 Daily	2 Daily	3 Daily	4 Daily	5 Daily	1 G	2 Daily	3 Daily	4 Daily	5 Daily	1 Daily	2 Daily	3 Daily	1 BD Daily
			A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	A.M.
Leave Stillwater—Union Station		.00			6:11	6:46	7:16	7:46	8:16	8:46	9:16	9:46	10:16	10:46	11:16	11:46	12:16	12:46	1:16	1:46	2:16	2:46	3:16	3:46	4:16	4:46	5:16	5:46	6:16	6:46	7:16	7:46	8:16	8:46	9:16	12:32
" Owen Street Station		1.04			6:13	6:48	7:18	7:48	8:18	8:48	9:18	9:48	10:18	10:48	11:18	11:48	12:18	12:48	1:18	1:48	2:18	2:48	3:18	3:48	4:18	4:48	5:18	5:48	6:18	6:48	7:18	7:48	8:18	8:48	9:18	12:34
" City Limits—Parents	1st	2.25			6:24	6:54	7:24	7:54	8:24	8:54	9:24	9:54	10:24	10:54	11:24	11:54	12:24	12:54	1:24	1:54	2:24	2:54	3:24	3:54	4:24	4:54	5:24	5:54	6:24	6:54	7:24	7:54	8:24	8:54	9:24	12:45
" Masterman		3.36			6:29	6:58	7:28	7:58	8:28	8:58	9:28	9:58	10:28	10:58	11:28	11:58	12:28	12:58	1:28	1:58	2:28	2:58	3:28	3:58	4:28	4:58	5:28	5:58	6:28	6:58	7:28	7:58	8:28	8:58	9:28	12:47
" Elliott		3.38			6:30	6:59	7:29	7:59	8:29	8:59	9:29	9:59	10:29	10:59	11:29	11:59	12:29	12:59	1:29	1:59	2:29	2:59	3:29	3:59	4:29	4:59	5:29	5:59	6:29	6:59	7:29	7:59	8:29	8:59	9:29	12:48
" Leis		5.39			6:32	7:02	7:32	8:02	8:32	9:00	9:30	10:00	10:30	11:00	11:30	12:00	12:30	1:00	1:30	2:00	2:30	3:00	3:30	4:00	4:30	5:00	5:30	6:00	6:30	7:00	7:30	8:00	8:30	9:00	9:30	12:51
" Grant		6.51			6:34	7:04	7:34	8:04	8:34	9:04	9:34	10:04	10:34	11:04	11:34	12:04	12:34	1:04	1:34	2:04	2:34	3:04	3:34	4:04	4:34	5:04	5:34	6:04	6:34	7:04	7:34	8:04	8:34	9:04	9:34	12:53
" Curtin		7.26			6:36	7:06	7:36	8:06	8:36	9:06	9:36	10:06	10:36	11:06	11:36	12:06	12:36	1:06	1:36	2:06	2:36	3:06	3:36	4:06	4:36	5:06	5:36	6:06	6:36	7:06	7:36	8:06	8:36	9:06	9:36	12:54
" Wildwood Park	3rd	8.40			6:39	7:09	7:39	8:09	8:39	9:09	9:39	10:09	10:39	11:09	11:39	12:09	12:39	1:09	1:39	2:09	2:39	3:09	3:39	4:09	4:39	5:09	5:39	6:09	6:39	7:09	7:39	8:09	8:39	9:09	9:39	12:57
" Long Lake		9.65	5:39	6:09	6:42	7:12	7:42	8:12	8:42	9:12	9:42	10:12	10:42	11:12	11:42	12:12	12:42	1:12	1:42	2:12	2:42	3:12	3:42	4:12	4:42	5:12	5:42	6:12	6:42	7:12	7:42	8:12	8:42	9:12	12:59
" North St. Paul—Silver Lake	4th	11.62	5:46	6:16	6:49	7:19	7:49	8:19	8:49	9:19	9:49	10:19	10:49	11:19	11:49	12:19	12:49	1:19	1:49	2:19	2:49	3:19	3:49	4:19	4:49	5:19	5:49	6:19	6:49	7:19	7:49	8:19	8:49	9:19	1:01
" " " —Soo Line Crossing		11.81	5:47	6:17	6:47	7:17	7:47	8:17	8:47	9:17	9:47	10:17	10:47	11:17	11:47	12:17	12:47	1:17	1:47	2:17	2:47	3:17	3:47	4:17	4:47	5:17	5:47	6:17	6:47	7:17	7:47	8:17	8:47	9:17	1:03
" " " —Charles Street		11.99	5:48	6:18	6:48	7:18	7:48	8:18	8:48	9:18	9:48	10:18	10:48	11:18	11:48	12:18	12:48	1:18	1:48	2:18	2:48	3:18	3:48	4:18	4:48	5:18	5:48	6:18	6:48	7:18	7:48	8:18	8:48	9:18	1:04
" " " —Margaret Street		12.15	5:49	6:19	6:49	7:19	7:49	8:19	8:49	9:19	9:49	10:19	10:49	11:19	11:49	12:19	12:49	1:19	1:49	2:19	2:49	3:19	3:49	4:19	4:49	5:19	5:49	6:19	6:49	7:19	7:49	8:19	8:49	9:19	1:07
" " " —Pennsylvania Ave		12.45	5:50	6:20	6:50	7:20	7:50	8:20	8:50	9:20	9:50	10:20	10:50	11:20	11:50	12:20	12:50	1:20	1:50	2:20	2:50	3:20	3:50	4:20	4:50	5:20	5:50	6:20	6:50	7:20	7:50	8:20	8:50	9:20	1:08
" " " —Kimball Street		13.20	5:52	6:22	6:52	7:22	7:52	8:22	8:52	9:22	9:52	10:22	10:52	11:22	11:52	12:22	12:52	1:22	1:52	2:22	2:52	3:22	3:52	4:22	4:52	5:22	5:52	6:22	6:52	7:22	7:52	8:22	8:52	9:22	1:09
Arrive St. Paul—City Limits	5th	14.11	5:55	6:25	6:55	7:25	7:55	8:25	8:55	9:25	9:55	10:25	10:55	11:25	11:55	12:25	12:55	1:25	1:55	2:25	2:55	3:25	3:55	4:25	4:55	5:25	5:55	6:25	6:55	7:25	7:55	8:25	8:55	9:25	1:11
" " " —Autumn Avenue		14.90	5:57	6:27	6:57	7:27	7:57	8:27	8:57	9:27	9:57	10:27	10:57	11:27	11:57	12:27	12:57	1:27	1:57	2:27	2:57	3:27	3:57	4:27	4:57	5:27	5:57	6:27	6:57	7:27	7:57	8:27	8:57	9:27	1:14
" " " —Twine Factory		15.60	5:58	6:28	6:58	7:28	7:58	8:28	8:58	9:28	9:58	10:28	10:58	11:28	11:58	12:28	12:58	1:28	1:58	2:28	2:58	3:28	3:58	4:28	4:58	5:28	5:58	6:28	6:58	7:28	7:58	8:28	8:58	9:28	1:16
" " " —Duluth Avenue		17.45	6:04	6:34	7:04	7:34	8:04	8:34	9:04	9:34	10:04	10:34	11:04	11:34	12:04	12:34	1:04	1:34	2:04	2:34	3:04	3:34	4:04	4:34	5:04	5:34	6:04	6:34	7:04	7:34	8:04	8:34	9:04	9:34	1:23
" " " —Broadway		19.54	6:06	6:36	7:06	7:36	8:06	8:36	9:06	9:36	10:06	10:36	11:06	11:36	12:06	12:36	1:06	1:36	2:06	2:36	3:06	3:36	4:06	4:36	5:06	5:36	6:06	6:36	7:06	7:36	8:06	8:36	9:06	9:36	1:23
" " " —Wabasha Street		20.47	6:25	6:53	7:23	7:53	8:23	8:53	9:23	9:53	10:23	10:53	11:23	11:53	12:23	12:53	1:23	1:53	2:23	2:53	3:23	3:53	4:23	4:53	5:23	5:53	6:23	6:53	7:23	7:53	8:23	8:53	9:23	9:53	1:30
Arrive St. Paul—Seven Corners	6th	20.47	6:26	6:56	7:26	7:56	8:26	8:56	9:26	9:56	10:26	10:56	11:26	11:56	12:26	12:56	1:26	1:56	2:26	2:56	3:26	3:56	4:26	4:56	5:26	5:56	6:26	6:56	7:26	7:56	8:26	8:56	9:26	9:56	1:32

STILLWATER, MINNESOTA STATE PRISON AND SOUTH STILLWATER

Trains from St. Paul, Connect in Stillwater at Chestnut & 3rd Sts.	Five Cent Fare Zones	Miles	14 Ex. Sun.	12 Ex. Sun.	13 Ex. Sun. Only	12 Ex. Sun.	13 Daily	12 Daily	13 Daily	12 Daily	13 Daily	12 Daily	13 Daily	12 Daily	13 Daily	12 Daily	13 Daily	12 Daily	13 Daily	12 Daily	13 Daily	12 Daily	13 Daily	12 Daily	13 Daily	12 Daily	13 Daily	12 Daily	13 Daily	12 Daily	13 Daily	12 Daily	13 Daily	12 Daily	13 Daily
			A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	A.M.	A.M.	A.M.
Leave Stillwater—Union Station		.00	.....	6:29	7:04	.....	7:34	8:04	8:34	9:04	9:34	10:04	10:34	11:04	11:34	12:04	12:34	1:04	1:34	2:04	2:34	3:04	3:34	4:04	4:34	5:04	5:34	6:04	6:34	7:04	7:34	8:04	8:34	9:04	9:34
" Chestnut & 3rd Streets		.39	5:48	6:31	7:05	6:48	7:35	8:05	8:35	9:05	9:35	10:05	10:35	11:05	11:35	12:05	12:35	1:05	1:35	2:05	2:35	3:05	3:35	4:05	4:35	5:05	5:35	6:05	6:35	7:05	7:35	8:05	8:35	9:05	9:35
" Parkers—Oak Park		2.35	5:53	6:40	7:15	6:53	7:45	8:15	8:45	9:15	9:45	10:15	10:45	11:15	11:45	12:15	12:45	1:15	1:45	2:15	2:45	3:15	3:45	4:15	4:45	5:15	5:45	6:15	6:45	7:15	7:45	8:15	8:45	9:15	9:45
" Minnesota State Prison	1st	2.96	5:57	6:44	7:19	6:57	7:49	8:19	8:49	9:19	9:49	10:19	10:49	11:19	11:49	12:19	12:49	1:19	1:49	2:19	2:49	3:19	3:49	4:19	4:49	5:19	5:49	6:19	6:49	7:19	7:49	8:19	8:49	9:19	9:49
Arrive South Stillwater	2nd	3.94	6:01	6:48	7:23	7:03	7:53	8:23	8:53	9:23	9:53	10:23	10:53	11:23	11:53	12:23	12:53	1:23	1:53	2:23	2:53	3:23	3:53	4:23	4:53	5:23	5:53	6:23	6:53	7:23	7:53	8:23	8:53	9:23	9:53
Leave South Stillwater		.00	6:20	6:55	7:25	7:40	7:55	8:25	8:55	9:25	9:55	10:25	10:55	11:25	11:55	12:25	12:55	1:25	1:55	2:25	2:55	3:25	3:55	4:25	4:55	5:25	5:55	6:25	6:55	7:25	7:55	8:25	8:55	9:25	9:55
" Minnesota State Prison	1st	.98	6:25	7:00	7:30	7:45	8:00	8:30	9:00	9:30	10:00	10:30	11:00	11:30	12:00	12:30	1:00	1:30	2:00	2:30	3:00	3:30	4:00	4:30	5:00	5:30	6:00	6:30	7:00	7:30	8:00	8:30	9:00	9:30	10:00
" Parkers—Oak Park		1.59	6:29	7:03	7:33	7:48	8:03	8:33	9:03	9:33	10:03	10:33	11:03	11:33	12:03	12:33	1:03	1:33	2:03	2:33	3:03	3:33	4:03	4:33	5:03	5:33	6:03	6:33	7:03	7:33	8:03	8:33	9:03	9:33	10:03
Arrive Stillwater—Union Station	2nd	3.94	6:39	7:14	7:44	7:59	8:14	8:44	9:14	9:44	10:14	10:44	11:14	11:44	12:14	12:44	1:14	1:44	2:14	2:44	3:14	3:44	4:14	4:44	5:14	5:44	6:14	6:44	7:14	7:44	8:14	8:44	9:14	9:44	10:14

STILLWATER AND STATE PRISON

HOW TO GO TO STILLWATER FROM ST. PAUL—Take an Electric Train at Seven Corners. Fare—Each Way, to Wildwood Park, 15 Cents; to White Bear Town, 20 Cents; to Stillwater or State Prison, 30 Cents. With transfer from any St. Paul Local Line, Passengers for State Prison or South Stillwater transfer to South Stillwater Train at Chestnut & 3rd Sts., Stillwater.

HOW TO GO TO STILLWATER FROM MINNEAPOLIS—Take any Interurban Car for St. Paul and transfer to Train for Stillwater. From St. Paul & Minneapolis or Como–Harriet Cars transfer at 7th St. From Selby–Lake or Snelling–Minnehaha Cars transfer at Seven Corners. Fare—Each Way, with transfer from any Minneapolis Local Line, 5 Cents more in each case than from St. Paul.

Returning from Stillwater, passengers for Snelling–Minnehaha Cars must transfer at Duluth Ave. To Minneapolis & St. Paul or Como–Harriet Cars, transfer is best made at Robert St. and to Selby–Lake Cars at Seven Corners.

STILLWATER is known as "The Park City." The residence sections beautified with innumerable shade trees are on the bluffs, which surround the business district in a semi-circle. Lawns, shrubbery and flowers contribute to the setting for the many attractive homes of the city. Stillwater has a population of 10,000. Its citizens are progressive and alert. Their ambition is to make Stillwater the most desirable home city in the West, an ambition that is rapidly approaching a reality.

STILLWATER TO MINNESOTA STATE PRISON AND SOUTH STILLWATER—Fare—Each Way, to State Prison, 5 Cents; to South Stillwater, 10 Cents. Minnesota's New State Prison and South Stillwater (population 2,000) are reached by Electric Trains from Stillwater. The trip is an interesting one, affording fine views of Lake and River St. Croix.

MINNESOTA'S WONDERFUL STATE PRISON—Open for Inspection Every Day Except Sundays and Holidays, from 8 to 11 AM. and 12:30 to 4:30 PM. It is beautifully situated about two miles south of the center of Stillwater on a broad plateau overlooking the St. Croix, at an elevation of about 40 feet. Directly in front of the prison the ground slopes abruptly to the river flats. The prison farm has an acreage of 800 acres, and the prison enclosure proper of 22 acres. The plans of the new prison realize the best ideals of modern prison architecture. The handsome buildings are plain, substantial, comfortable and fireproof. The visitor is amazed at the care that has been bestowed on every detail of construction to make the prison a model of its kind, in fact the finest in the world.

Every visitor to the Twin Cities, as well as every resident thereof, should visit this marvelous new prison and inspect its many un

No. 510

SUBURBAN RULE BOOK

For the Information and
Guidance of Employes

THE MINNEAPOLIS AND ST. PAUL SUBURBAN RAILROAD COMPANY

Revised and Reissued September, 1928

This book is the property of

TWIN CITY LINES

DEFINITIONS

TRAIN—A train consists of all the cars running on the same time. It may be one or more separate cars.

REGULAR TRAIN—A train represented on the schedule.

SECTION—A separate car of a train.

EXTRA TRAIN—A train not on the schedule. It is designated:

EXTRA—Any extra except "Work Extra."

WORK EXTRA—Work Train,

SUPERIOR TRAIN—A train having precedence over other trains. A train may be made superior to another train by right, class, or direction.

RIGHT—Is conferred by train order; class and direction by schedule. Right is superior to class and direction. Direction is superior as between trains of the same class.

SCHEDULE—The authority for the movement of regular trains subject to the rules. It contains the classified schedules of trains with special instructions relating thereto.

MAIN TRACK—A principal track upon which trains are operated by schedule, train order, or block signals.

SINGLE TRACK—A main track upon which trains are operated in both directions.

DOUBLE TRACK—Two main tracks, upon one of which the current of traffic is in a specified direction, and upon the other in the opposite direction.

CURRENT OF TRAFFIC—The direction in which trains will move on a main track under the rules.

STATION—A place at which a train may stop for traffic, or to enter or leave the main track, or from which fixed signals are operated.

SIDING—A track auxiliary to a main track for meeting or passing trains.

MEETING POINT—A place where meeting or opposing trains i.e., trains moving in opposite directions, meet by schedule or train order.

PASSING POINT—A place where trains moving in the same direction pass by schedule or train order.

FIXED SIGNAL—A signal of fixed location, indicating a condition affecting the movement of a train. Fixed signals cover such signals as whistling posts, slow boards, stop boards, yard limits, switch, block, semaphore, or other means indicating whistle, stop, caution or proceed.

YARD—A system of tracks within defined limits provided for the making up of trains, storing of cars, and other purposes, over which movements not authorized by schedule or by train order may be made, subject to prescribed signals and regulations.

PILOT—A person assigned to a train when the motorman or conductor, or both, are not fully acquainted with the physical characteristics, or running rules of a road, or portion of a road over which the train is to be moved.

AUTOMATIC BLOCK SYSTEM—A block system in which the signals are operated by electric agency actuated by a train.

SEMAPHORE—A fixed signal consisting of a mast with a moveable arm.

BLOCK—A length of track, the use of which is controlled by block signals.

HOME SIGNAL—A signal controlling trains about to enter a block.

INTERMEDIATE SIGNAL—A signal controlling trains between home signals.

GENERAL RULES

1. These rules supplement "Operating Rules," and are to be followed in conjunction with them. In case of conflict, these rules shall govern. All rules are subject to bulletins and schedules of later date.

2. They apply to the suburban mileage, and when applicable, to the local mileage of the following lines—St. Paul-Stillwater, White Bear-Mahtomedi, Lake Minnetonka-Deephaven, Como-Hopkins, St. Louis Park, and Robbinsdale.

3. Every employe whose duties are prescribed by these rules shall carry a copy with him at all times while on duty.

SCHEDULES

4. Each schedule supersedes the preceding schedule and all special instructions relating thereto. Trainmen and all others concerned shall carry copies with them at all times while on duty. When a schedule is superseded, old schedules shall be turned in at once.

5. On printed schedules, unless otherwise indicated, when one "time" is given for a station it is the leaving time. Meeting or passing points are indicated in full black faced type. Train numbers of trains met are shown by small black faced figures above the time of meeting. Both arriving and leaving times of a train are in full black faced type when both are meeting or passing times, or when one or more trains are to pass it or meet it between these times.

6. The time given applies to the passenger stop, or to the telephone booth when there is one at the station indicated, or to the switch point if there is no passenger stop.

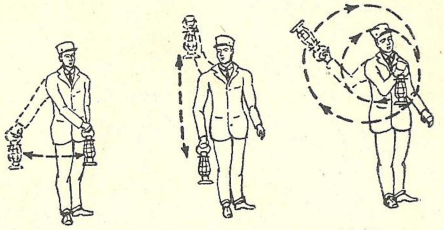
SIGNAL RULES

7. Employes whose duties may require them to give signals shall provide themselves with the proper appliances, keep them in good order and ready for immediate use.

8. Flags of the prescribed color shall be used by day, and lamps of the prescribed color by night.

9. Night signals shall be displayed from sunset to sunrise. When weather or other conditions obscure day signals, night signals shall be used in addition.

10. Indication and manner of using visible signals.



(a) Swung across the track — stop.

(b) Raised and lowered vertically, — go ahead

(c) Swung vertically in a circle across the track when a train is standing — back.

11. The following whistle signals shall be used. The signals are illustrated by "o" for short sounds, and "——" for longer sounds. The sound should be distinct, with intensity and duration proportionate to the distance the signal is to be conveyed.

SOUND	INDICATION
(a) o	Stop. Apply brakes.
(b) —— o o o	Flagman go back and protect rear of train.
(c) —— —— —— ——	Flagman return to his train.
(d) o o	Answer to any signal not otherwise provided for. Also—to acknowledge interlocking plant home signal set for "proceed."
(e) o o o	When train is standing - back.
(f) —— o o	To call the attention of trains of the same or inferior class to signals displayed for a following section.
(g) —— —— o o	Approaching public crossings at grade. (When indicated by whistling posts).
(h) o o o o	Call for signals at interlocking plant home signal.
(i) ————————	To be sounded at interlocking plant distant signal.

12. When any signal (except a fixed signal) is given to stop a train, it shall be acknowledged as prescribed in Rule 11 (d). Any object waved violently by anyone on or near the track is a signal to stop.

13. A succession of short sounds of the whistle is an alarm for persons or cattle on the track, and calls the attention of trainmen to danger ahead.

14. A fusee on or near the track burning red is a stop signal. It shall not be passed until the full extent of danger ahead has been ascertained, after which train shall proceed under absolute control until obstruction or danger has been passed.

15. A red flag by day and a red light by night placed between the rails or to the right of the track over which train is operated is a stop signal. It shall not be passed until the full extent of danger ahead has been ascertained.

16. A signal imperfectly displayed, or the absence of a signal at a place where a signal is usually shown, shall be regarded as a stop signal, and the fact reported to the dispatcher.

TRAIN SIGNALS

17. When a headlight is out of order and will not light and another cannot be procured a white light shall be displayed in the exact place of the headlight.

18. All sections of any train, except the last, shall display, one on each side of the front of the car, in places provided for the purpose, by day, two green flags; by night, two green lights. See engravings.

19. Extra trains, or the last car of extra trains running in more than one section, shall display, one on each side of the front of the car, in places provided for the purpose, by day, two white flags, and by night, two white lights. See engravings.

20. When two or more cars are coupled, the leading car only shall display signals as prescribed by Rules 18 and 19.

21. One flag or light displayed, where in rules two are prescribed, shall indicate the same as two; but the proper display of all train signals is required.

22. A car or coupled cars running backwards shall display a white light on rear of car in the same relative position as that occupied by the head light on the front of the car.

SWITCH SIGNALS

23. A red light displayed at a switch signifies "switch turned for side track." Trains must make a full stop approaching such switch. A green light signifies switch set for main line. A white light, or no light, on a switch shall be treated the same as a red light and trains shall be brought to a full stop approaching such switch.

24. Train employes finding a switch or semaphore signal lamp not burning shall stop and light it, and report all such instances to dispatcher at first opportunity. All signals must be lighted and kept lighted between sunset and sunrise.

SEMAPHORE SIGNALS

25. Semaphore signals for train orders at telephone stations have square ends. The arm controls trains in either direction. See engravings.

26. Home semaphore signals at interlocking plants protecting railroad crossings have square ends. See engravings.

Distant semaphore signals at interlocking plants have notched ends. They are permanently set in the horizontal position, indicating "caution, proceed prepared to stop at home signal if it is set at 'stop'." See engravings.

TRAIN ORDER BOARD

27. Train Order boards are located at dispatcher's stations. Trainmen shall be very careful to note position of board. Conductors shall not give the "go ahead" signal until the semaphore shows clearance, even after orders are received from the dispatcher. See engravings.

AUTOMATIC BLOCK SIGNALS

28. Block signal indications are given by colored lights displayed on an oval shield at the top of a mast.

(a) Home signals—Red — Stop.
Yellow — Proceed under control.
Green — Proceed.

On home signal mast there is a red marker below the oval shield, which burns red at all times.

(b) Intermediate signals—Red — Stop.
Green — Proceed.

29. Movement of trains is governed by automatic block signals at the right side of the track.

30. A train passing a home signal showing yellow—'proceed with caution"—shall proceed at such speed as will enable it to stop at the intermediate signal should it show red—"stop."

31. A train arriving at a block signal showing red—"stop"—must stop before the front end of the train passes the signal. The trainmen shall then call the dispatcher, EXCEPT AT THE HOME SIGNALS PROTECTING THE BRIDGE OVER THE OMAHA RAILROAD TRACKS IN HAZEL PARK, ST. PAUL.

32. When orders are received to enter the block against a red—"stop"—signal, the train shall be operated at such speed as will enable it to be stopped within the distance motorman can see ahead. He may expect to find block

occupied by another train, broken rail, or switch improperly set. Absolute control shall be maintained thru the entire block, even tho the intermediate signal shows green—"proceed."

33. At the Omaha Bridge, Hazel Park, if the signal shows red—"stop"—train shall stop. If indication does not change to green,—"proceed"—within two minutes, train shall proceed thru the block under absolute control, prepared to find the block occupied by another train, or broken rail. The occurrence shall be reported to dispatcher at Autumn St. if eastbound or to the Station Foreman at Duluth Ave. if westbound.

34. Block signals control the use of blocks, but do not affect the movement of trains under the schedule or train rules, nor dispense with the use and observance of other signals whenever and wherever they may be required. Flagging rules must be carried out in the same manner as if the signal did not exist.

MOVEMENT OF TRAINS

35. A train shall not leave a junction, or pass from double to single track without orders, and until it has been ascertained whether all trains due have arrived or left.

36. Trainmen shall determine the number of sections of meeting and passing trains from verbal advice of dispatcher and of crews of such trains; from close observation of trains; and on single track, from whistle signal. They must know before passing or meeting that the train passed or met is the one specified. They shall ascertain number and class of each train met.

37. Trainmen approaching a semaphore at a telephone station shall note the position of the arm or the color of the light displayed.

If the semaphore arm is perpendicular or if by night a green light is showing, motorman shall proceed, following the orders previously given him.

If the arm is horizontal, or if by night a red light is displayed, motorman shall bring his train to a stop and report immediately to the dispatcher. Under no circumstances shall a train pass a semaphore when the arm is horizontal or when a red light is displayed, and under no circumstances shall the semaphore arm be reset, except by order from the dispatcher.

If the semaphore is set against a train and telephone is out of order, trainmen shall not proceed until telephone is repaired and they receive orders or until such orders are delivered to them thru other trainmen. Conductors shall be on rear platform passing all semaphores.

38. An inferior train must keep out of the way of a superior train and clear its time at least three (3) minutes. If a train fails to clear the main line by the time prescribed, it must be protected as prescribed by Rule 51.

39. In case a train of any kind is to follow a regular train the crew shall communicate with the dispatcher in ample time so as not to delay the regular train. The dispatcher will issue the necessary orders to the crew of the regular train. Both crews shall have a mutual understanding as to what the orders are. The motorman of the regular train shall keep a close watch to see that the extra is following, and shall notify all trains at meeting points.

40. If it is absolutely necessary for an extra train to move and the telephone line is not working so that the dispatcher can be reached and orders be obtained from him, the trainmen of a regular train moving in the same direction may flag such extra train without orders, by using the same precaution to notify all trains they may pass and meet of such train following. The trainmen shall also notify the dispatcher at the first opportunity of this action.

In all such cases the extra train shall follow thru on the regular train's time.

41. Should a train fail to follow after orders are given out by the dispatcher, both motormen shall so notify the dispatcher at the earliest possible moment.

42. Trainmen throwing switches shall, after throwing the switch, put the lock in the staple and keep their hands off the lever until the car has entirely passed over the switch. Motormen shall not move car until switch has been so set. Conductors are responsible for leaving switches in proper position after use.

43. All trains shall come to a full stop before passing facing switch points of automatic switches at meeting points. Speed of trains passing over or thru spring switches and over all switches set for main track not at meeting points shall be reduced to twelve miles per hour. Motormen must know positively that switches are properly set before passing over them. No train shall be allowed to stand where it will obstruct switches or other tracks.

44. Regular trains at meeting points shall take the right hand track, be it main line or siding. All spring switches, at permanent meeting points will be set accordingly. All extra trains shall take siding for regular trains.

45. Following sections of trains shall keep at least 3,000 feet apart when running at full speed, and shall not approach closer than 2,000 feet except when closing up at meeting points or stations.

46. A train shall not arrive at a station in advance of its schedule arriving time, nor leave in advance of its schedule leaving time.

47. When signals are displayed for a section such signal shall not be taken down until all opposing trains which are due have arrived.

48. Work extras will be assigned working limits. Within these limits such trains shall move with the current of traffic, unless train orders otherwise direct.

49. Conductors and motormen of a regular train which is annulled or extra train whose running orders have been fulfilled or annulled, shall not allow their cars to stand on tracks other than main track without taking down markers and displaying white signal on the front end of car, until their running orders are restored.

50. If possible to avoid it a train shall not be allowed to stand on a curve between stations, nor at such a point that the view of such train is obscured to an approaching or following train.

51. When a train stops or is delayed in circumstances where it may be overtaken by another train the conductor or flagman shall go back immediately with stop signals a distance sufficient to insure full protection, and not less than 1,500 feet. If such location does not give a full and unobstructed view to the approaching train then the flagman shall continue to a point where his signal will be visible to an approaching train for 1,000 feet. When recalled he shall return to his train. The front of the train shall be protected in the same manner when necessary.

52. When cars are pushed a flagman shall take conspicuous position on front of the leading car and signal the motorman in case of need.

53. Both conductors and motormen are responsible for the safety of their trains and the proper fulfillment of all running orders received by them, and under conditions not provided for by the rules shall take every precaution for their protection. Conductors shall be on rear platform at all meeting points.

54. In case of breakdown, or an accident, which disables a train on railroad crossing not protected by interlocker, the conductor and motorman shall both attend to protecting their train by going in each direction 3,000 feet on the tracks of the foreign line.

MOVEMENT BY TRAIN ORDER

55. Trainmen shall receive orders only from authorized dispatcher, and if in doubt question dispatcher until satisfied. In emergencies trainmen shall follow orders of Supervisor or authorized inspectors until communication with the dispatcher is reestablished.

56. In no case shall either of the crew attempt to influence the decision of the other as to the meaning of an order nor shall either attempt to assume the sole responsibility for its interpretation. The slightest disagreement must be referred to the dispatcher.

57. In all cases when receiving telephone orders from the dispatcher, except when reporting at regular designated station that train is passing from single track to double track, the conductor shall be present with the motorman at the telephone. He shall assume a position such that he can hear the report of the motorman, and the orders as they are repeated back to the dispatcher.

58. After once reporting to the dispatcher, motorman shall not cut out his telephone until he has received and fully understands his instructions. Should the telephone be working so badly that orders cannot be understood, or should it fail, regular trains shall lose no time, but shall proceed to their regular meeting places. But at semaphore stations trains shall not proceed contrary to Rule 37, last paragraph.

59. Regular trains will be designated in train orders by their numbers, as "No. 10," or "2nd No. 10;" extra trains by car numbers, as "EXTRA 798" with the direction, as "east" or "west."

60. A motorman arriving at a meeting point before the train to be met comes into sight shall report immediately to the dispatcher as follows:

"I am.....(motorman's name and number), train number.....(East or West) at ..... No.....is not in sight."

61. All trains shall report at regular designated points for orders, the motorman calling the dispatcher as follows:

"I am.....(motorman's name and number), train number..... (If more than one section, give number of sections) (East or West)."

Dispatcher will reply, "Train No.....(giving number and sections, or if extra, then car number) proceed to.....(adding such additional orders as are necessary)."

To this the motorman shall repeat in words as received, and if correct will receive dispatcher's "O. K." to which he shall reply "O. K." and order will then be in effect, and not before.

62. For movements not provided for by the schedule WRITTEN ORDERS will be issued by the dispatcher.

When so directed by the dispatcher the train crew shall take down the order on train order blank, Form 240. The motorman shall receive the order, repeating it to the conductor who shall fill out the form as directed. When completed the motorman shall read the order back to the dispatcher. If correct, the dispatcher will say "Complete" and give time, to which the motorman shall reply, "Complete," giving time. The order will then be in effect and not before.

63. Until final "Complete" has been given, any train order shall be treated as a holding order for the train addressed and shall not be otherwise acted upon until the "Complete" has been given.

Form 240 4-23-300-2

TRAIN ORDER BLANK

THE MINNEAPOLIS & ST. PAUL SUBURBAN RAILROAD COMPANY

ISSUED TO MOTORMAN
TRAIN ORDER No. _____ AND CONDUCTOR DATE _____192___

LINE	TRAIN	POSITION	SEC	DIRECTION	AT	TIME

MEET TRAIN _____ AT _____ IN _____ SEC.

MEET TRAIN _____ AT _____ IN _____ SEC.

MEET TRAIN _____ AT _____ IN _____ SEC.

MEET TRAIN _____ AT _____ IN _____ SEC.

MEET TRAIN _____ AT _____ IN _____ SEC.

MEET TRAIN _____ AT _____ IN _____ SEC.

YOU WILL HAVE ___ SEC _____ FROM ____ TO _____

YOU WILL REPORT FOR ORDERS _____ (DIRECTION) _____ AT _____

ANNULLED / SUPERCEDED BY TRAIN ORDER No. ___ AT ___ AT _____ M

REMARKS

MOTORMAN	CONDUCTOR	TRAIN	COMPLETE AT	DISPATCHER

W. F. BUTH & COMPANY PRINTERS ST. PAUL 24030

64. If a train becomes ten minutes late motorman shall report to dispatcher at the first telephone station for orders.

65. When a train is named in a train order, all its sections are included unless particular sections are specified.

66. Train orders once in effect continue so until fulfilled, superseded or annulled. Any part of an order specifying a particular movement may be either superseded or annulled.

CONDUCTORS AND MOTORMEN

67. Before going on the road conductors and motormen shall examine the bulletin board and be fully informed as to all notices posted for their guidance. They shall compare time, before starting, with standard clock, and also check their watches with each other.

68. They shall report promptly by telephone to the dispatcher any defects in the semaphores, switches, tracks, switch locks, target lights, overhead wires or cars.

69. At railroad crossings protected by swinging arm safety signal, conductor shall look carefully in both directions, then if safe to proceed shall swing the arm across the railroad track until the car has passed. He shall then swing it back to normal position clear of the railroad track. At all railroad crossings except at interlocking plants the flagging methods prescribed by "Operating Rules" shall be followed strictly. At crossings protected by interlocking signals trains passing distant signals set at caution shall proceed prepared to stop at the home signal if set at "stop."

70. When crews change cars on the line they shall carefully exchange all special orders, and each must know that his orders are perfectly understood by the other. They shall carefully compare their orders with those of the crew with which they exchange cars before proceeding.

71. Both conductor and motorman must know that their train is supplied with proper signals. They shall see for themselves before leaving any point on the line where signals are being displayed or taken down that signals are properly displayed.

72. Conductors shall keep themselves thoroly posted as to the arriving and leaving time of all trains of main and branch lines, of their division, so as to be able to notify passengers correctly as to the leaving time of trains on all lines.

73. Conductors shall call stations promptly and properly in their trains. Where trains leave in different directions the conductor of each train shall announce distinctly in his train before starting the destination and intermediate points of his train and all the other trains connecting therewith.

74. Motormen will be held responsible for the detection and correct interpretation of all signals given while on the road, when such signals are visible from any position in the vestibule.

75. The conductor shall frequently observe to see that a red light is burning on the rear of his train. If the tail light is not burning a red lantern shall immediately be put in its place.

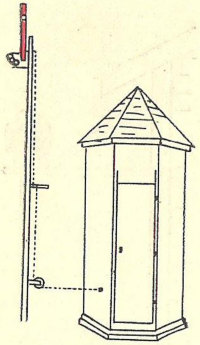
76. All trains are furnished with red and white hand lanterns at night. The white lantern is carried in the motorman's vestibule and the red lantern is carried on the rear platform in a receptacle for that purpose. Conductor and motorman shall see that these are lit and ready for immediate use at all times. When necessary to flag a train at night a red light shall be used.

77. Under no circumstances shall the conductor remain in the motorman's vestibule longer than is necessary to properly receive or deliver train orders.

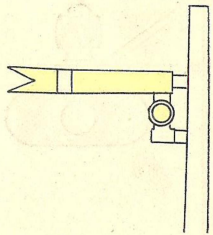
78. THE SPEED OF TRAINS IN CURVES SHALL BE SO REDUCED THAT MOTORMAN WILL BE ABLE TO STOP WITHIN THE DISTANCE IN WHICH HE HAS A CLEAR VIEW OF THE TRACK AHEAD.

79. Speed of trains must be graduated according to braking capacity. Motormen are not expected to maintain scheduled speed unless brakes are in thoro working order and tracks and wheels in safe condition. When brakes are working, but not in condition to make service stop at scheuled speed, then speed of car shall be reduced so that emergency stop can be made in the usual distance. For ordinary stops brake application shall be commenced far enough back to make stop without reversing. Should air brakes fail but hand brakes remain in good working order, car shall proceed under control to nearest telephone station and dispatcher shall be notified.

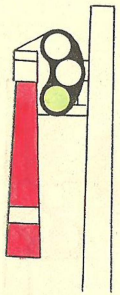
80. Defective brakes or other defect in the condition of the car shall be reported to the dispatcher promptly.



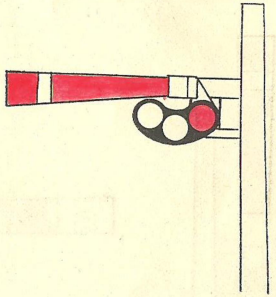
Telephone Station
Train Order Semaphore



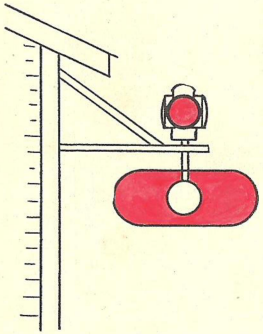
Interlocking Plant
Distant Signal
"Proceed Prepared to Stop at Home Signal"



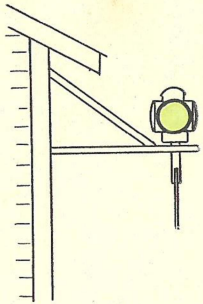
Interlocking Plant
Home Signal
"Proceed"



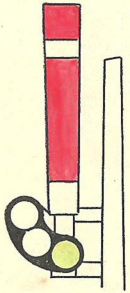
Interlocking Plant
Home Signal
"Stop"



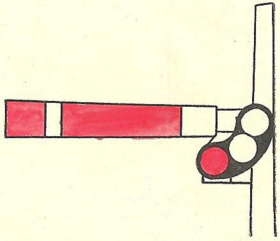
Train Order Board
"Stop for Orders"



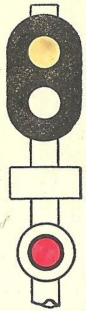
Train Order Board
"Proceed"



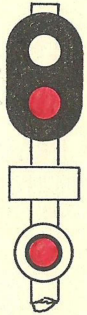
Train Order
Semaphore
"Proceed"



Train Order Semaphore
"Stop—Call Dispatcher"



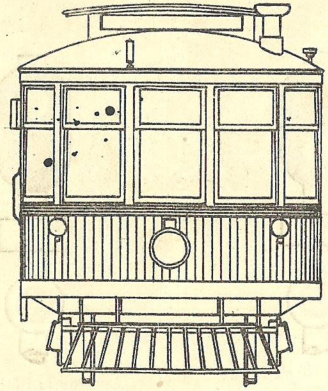
Automatic Block Home
Signal
"Proceed Prepared to
Stop at Intermediate
Signal"



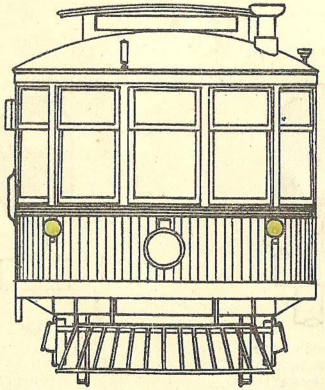
Automatic Block Home
Signal
"Stop"

Automatic Block
Intermediate Signal
"Proceed"

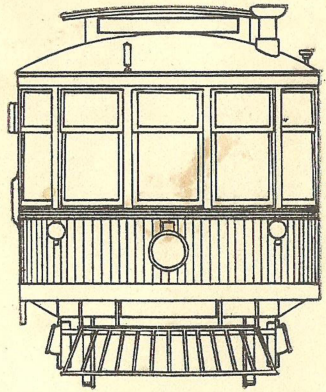
Automatic Block
Intermediate Signal
"Stop"



Motor running forward by Day or Night as a Regular Scheduled Train. See rule.



Motor running forward by Day displaying **GREEN FLAG** and by Night displaying **GREEN LIGHT** signals for a following section. See rule.



Motor running forward by Day displaying **WHITE FLAG** and by Night displaying **WHITE LIGHT** signals indicating an Extra Train not scheduled. See rule.

SAFETY FIRST

The Minneapolis & St. Paul Suburban Railroad Company

Stillwater Division

WEEKDAY TIME TABLE NO. 4118

Series - No. 6

Effective at 5:15 a.m., Monday, Oct. 2nd, 1916

FOR THE GOVERNMENT AND INFORMATION OF EMPLOYES ONLY

This Time Table supersedes all preceding Time Tables and all special instructions relating thereto, and is not transferable.

J. J. Caufield, Gen. Superintendent.

J. D. Hagerty, Supervisor.

Foster Hannaford, Superintendent.

INDEX AND INFORMATION

30 PAGES, TITLE PAGE AND BACK COVER.

Important Special Instruction on inside back cover and back General Rules on back cover. Read them carefully.

Run Guide	Page 1
East Bound Trains	Pages 2 to 11 Inc.
West Bound Trains	Pages 12 to 21 Inc.

SOUTH STILLWATER TRAINS

South Bound	Page 22 and 23
North Bound	Page 24 and 25
Locals Run Guide	Page 25

OWEN ST. TRAINS

East Bound	Page 26
West Bound	Page 27

WEEKDAY ST. PAUL-STILLWATER-WILDWOOD-WHITE BEAR-MAHTOMEDI RUN GUIDE.

RUN	TRAIN NO.	PULL OUT	RELIEF	DIRECTION	LINE	PULL IN	RELIEF	TRAIN NO.	RELIEF	PULL OUT	DIRECTION	LINE	RELIEF	PULL IN	TRAIN NO.	RELIEF	DIRECTION	LINE	RELIEF	PULL IN	PLATFORM TIME	ALLOWED TIME	TOTAL TIME
1	1	5.34		W	S		10.34	3	12.18		E	S	5.18								10.00		10.00
2	2	5.15		E	S		11.04	4	12.48		E	S	5.04								10.05		10.05
3	3	5.42		E	S		12.18	4	2.34		W	M		6.34							10.36		10.36
4	4	5.20		E	S		12.48	1	3.34		W	S	6.04								9.58	.2	10.00
5	5	5.49		E	S		12.34	2	2.18		E	S	6.34								11.01		11.01
6	1	6.18		E	M		10.17	3	2.04		W	W.B.		7.34							9.29	.31	10.00
7	8	6.12		E	W.B.		10.47	2	2.17		E	M		7.34							9.52	.8	10.00
8	1	6 19		E	W.B.		2.04	4		4.02	W	H.P.		7.04							10 47		10.47
9	3	7.19		E	W.B.		12.04	5	3.04		W	S		8.07							9.48	.12	10.00
10	1	6.17		E	H.P.M.		12.34	1	1.47		E	W.B.		6.34							11.04		11.04
11	5	5.49		E	H.P.	8.47		4	12.04		E	W.B.	6.47								9.41	.19	10.00
12								5	12.34		W	S	3.04		1	6.04	W	S		1.23	9.49	.11	10.00
13								1	10.34		W	S	3.34		3	5.18	E	S		10.04	9.46	.14	10.00
14								2	11.04		W	S	2.18		4	5.04	W	S		12.01	10 11		10.11
15	5		10.47	E	W.B.		1.47	3		5.17	E	W.W.	H.P.							12.31	10.14		10.14
16	5		12.34	W	M		2.34	6		5.00	W	H.P.		6.04	2	6.34	W	S		12.57	9.27	.33	10.00
17	4		10.17	E	M		2.17	7		5.30	W	H.P.		6.34	1	6.47	E	W.B.		11.04	9.21	.39	10.00
	1	6.17		E	H.P.	8.17															2.00		2.00
	6	7.12		E	H.P.	8.15		3		4.32	W	H P.		7.34							1.03 3.02		1.03 3.02
	6	7.12		E	H.P.	8.17															1.05		1.05
	2	6.47		E	M	8.48															2.01		2.01

ST. PAUL AND STILLWATER CARD NO. 4118 TOTAL TIME CARD TIME 115.13 — 180.20 2.49 183.09

WHITE BEAR AND MAHTOMIDI CARD NO. 4119 TOTAL TIME CARD TIME 67.56

ST. PAUL TO STILLWATER-WILDWOOD-WHITE BEAR AND MAHTOMEDI

East Bound-Read Down

Miles From St. Paul	LINE	FIRST CLASS PASSENGER														
		W.W.	S	W.W.	H. P.	S	W.B.	H.P. M	H. P.	M	S	W.B.				
	TRAIN NO.	2	4	3	5	5	8	1	1	1	1	1				
	STATIONS	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A. M.				
000	Seven Cor. Terminal	.....	.....	.....	.....	.....	.....	.....	.....	.....	5.57	.....	.....	.....	.....	.....
.39	Wabasha	.....	.....	.....	.....	.....	.....	.....	.....	.....	6.00	.....	.....	.....	.....	.....
.93	Broadway	.....	.....	.....	.....	.....	.....	.....	.....	.....	6.07	.....	.....	.....	.....	.....
3.03	Duluth Ave.	5.15	5.20	5.42	5.49	5.49	6.12	6.17	6.17	6.18	6.18	6.19	.....	.....	.....	.....
4 64	Kerwin St.	5.19	5.25	5.47	5.53	5.54	6.17	6.22	6.22	6.23	6.24	6.24	.....	.....	.....	.....
5.45	Maryland	5.21	5.27	5.49	2 5.57	2 5.57	6.19	3 6.27	3 6.27	3 6.27	3 6.27	3 6.27	.....	.....	.....	.....
6 79	Colby	5.24	5.30	2 5.54	.....	6.00	3 6.24	.....	.....	6.30	6.30	6.30	.....	.....	.....	.....
8.72	Soo Line Crossing	5.30	5.37	6.00	.....	6.07	6.31	.....	.....	6.37	6.37	6.37	.....	.....	.....	.....
10 92	Long Lake	5.35	2 5.42	6.05	.....	3 6.12	6.36	.....	.....	4 6.42	4 6.42	4 6.42	.....	.....	.....	.....
12.08	Wildwood Ar.	5.37	5.45	6.07	.....	6.15	4 6.38	.....	.....	6.45	6.45	6.45	.....	.....	.....	.....
.....	Train Number	.....	.....	.....	.....	.....	8	.....	.....	9	.....	10	.....	.....	.....	.....
.....	Wildwood Lv.	.....	5.45	.....	.....	6.15	6.39	.....	.....	6.46	6.46	6.47	.....	.....	.....	.....
15.65	Lake Shore	.....	.....	.....	.....	.....	6.48	.....	.....	.....	.....	8 6.57	.....	.....	.....	.....
16.57	White Bear	.....	.....	.....	.....	.....	6.52	.....	.....	.....	.....	7.02	.....	.....	.....	.....
13.87	Mahtomedi	.....	.....	.....	.....	.....	.....	.....	.....	6.53	.....	.....	.....	.....	.....	.....
14.04	Grant	.....	5.50	.....	.....	6.20	.....	.....	.....	.....	6.50	.....	.....	.....	.....	.....
18.13	Parents	.....	5.57	.....	.....	4 6.27	.....	.....	.....	.....	5 6.57	.....	.....	.....	.....	.....
19 15	Owen St. Station	.....	6.00	.....	.....	6.30	.....	.....	.....	.....	7.00	.....	.....	.....	.....	.....
20.48	Main St.	.....	6.05	.....	.....	6.35	.....	.....	.....	.....	7.05	.....	.....	.....	.....	.....
20.54	Stillwater U. D.	.....	6.06	.....	.....	6.36	.....	.....	.....	.....	7.06	.....	.....	.....	.....	.....

ST. PAUL TO STILLWATER-WILDWOOD-WHITE BEAR AND MAHTOMEDI

East Bound-Read Down

Miles From St. Paul	LINE	FIRST CLASS PASSENGER														
		H. P.	S	M	H. P.	H.P.	H. P.	M	S	W.B.	H. P.	S				
	TRAIN NO.	2	2	2	6	6	3	3	3	3	4	4				
	STATIONS	A.M.	A.M.	A.M.	A.M.	A.M.	A..M	A.M.	A. M.	A.M.	A.M.	A.M.				
000	Seven Cor. Terminal	6.25	6.27				6.55	6.56	6.57		7.25	7.27				
.39	Wabasha	6.28	6.30				6.58	6.59	7.00		7.28	7.30				
.93	Broadway	6.35	6.36				7.05	7.06	7.07		7.35	7.37				
3.03	Duluth Ave.	6.46	6.47	6.47	7.12	7.12	7.17	7.17	7.18	7.19	7.46	7.48				
4.64	Kerwin St.	6.51	6.52	6.52	7.16	7.16	6 7.24	6 7.24	6 7.24	6 7.24	7.52	7.54				
5.45	Maryland	4 6.57	4 6.57	4 6.57	7.19	7.19	5 7.27	5 7.27	5 7.27	5 7.27	1 7.57	1 7.57				
6.79	Colby		7.00	7.00				7.30	7.30	7.30		8.00				
8.72	Soo Line Crossing		7.07	7.07				7.37	7.37	7.37		8.07				
10.92	Long Lake		5 7.12	5 7.12				1 7.42	1 7.42	1 7.42		2 8.12				
12.08	Wildwood Ar.		7.15	7.15				7.45	7.45	7.45		8.15				
	Train Number			9				9		10						
	Wildwood Lv.		7.16	7.16				7.46	7.46	7.47		8.16				
15.65	Lake Shore									7.57						
16.57	White Bear									8.02						
13.87	Mahtomedi			7.23				7.53								
14.04	Grant		7.20						7.50			8.20				
18.13	Parents		1 7.27						2 7.57			3 8.27				
19.15	Owen St. Station		7.30						8.00			8.30				
20.48	Main St.		7.35						8.05			8.35				
20.54	Stillwater U. D.		7 6.36						8.06			8.36				

ST. PAUL TO STILLWATER-WILDWOOD-WHITE BEAR AND MAHTOMEDI

East Bound-Read Down

Miles From St. Paul	LINE	FIRST CLASS PASSENGER														
	TRAIN NO.	H.P. 6	H.P. 6	M 5	S 5	W.B. 5	H.P. 5	H.P. 1	W.B. 1	S 1	M 1					
	STATIONS	A.M.	A.M.	A.M.	A. M.	A.M.	A. M.	A M.	A.M.	A.M.	A.M.					
000	Seven Cor. Terminal	7.53	7.55	7.56	7.57	7.57	7.57	8.25	8.26	8.27	8.27					
.39	Wabasha	7.56	7.58	7.59	8.00	8.00	8.00	8.28	8.29	8.30	8.30					
.93	Broadway	8.03	8.05	8.06	8.07	8.07	8.07	8.35	8.36	8.37	8.37					
3.03	Duluth Ave.	8.15	8.17	8.17	8.18	8.18	8.18	8.47	8.47	8.48	8.48					
4.64	Kerwin St.			8.24	8.24	8.24			8.54	8.54						
5.45	Maryland			2 8.27	2 8.27	2 8.27			3 8.57	3 8.57						
6.79	Colby			8.30	8.30	8.30			9.00	9.00						
8.72	Soo Line Crossing			8.37	8.37	8.37			9.07	9.07						
10.92	Long Lake			3 8.42	3 8.42	3 8.42			4 9.12	4 9.12						
12.08	Wildwood Ar.			8.45	8.45	8.45			9.15	9.15						
	Train Number			9		8			10							
	Wildwood Lv.			8.46	8.46	8.47			9.17	9.16						
15.65	Lake Shore					8.57			8 9.27							
16.57	White Bear					9.02			9.32							
13.87	Mahtomedi			8.53												
14.04	Grant				8.50					9.20						
18.13	Parents				4 8.57					5 9.27						
19.15	Owen St. Station				9.00					9.30						
20 48	Main St.				9.05					9.35						
20.54	Stillwater U. D.				9.06					9.36						

ST. PAUL TO STILLWATER-WILDWOOD-WHITE BEAR AND MAHTOMEDI

East Bound-Read Down

Miles From St. Paul	LINE	FIRST CLASS PASSENGER														
		M	S	W.B.	S	M	S	W.B.	S	M	S					
	TRAIN NO.	2	2	3	3	4	4	5	5	1	1					
	STATIONS	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.					
000	Seven Cor. Terminal	8.56	8.57	9.26	9.27	9.56	9.57	10.26	10.27	10.56	10.57					
.39	Wabasha	8.59	9.00	9.29	9.30	9.59	10.00	10.29	10.30	10.59	11.00					
.93	Broadway	9.06	9.07	9.36	9.37	10.06	10 07	10.36	10.37	11.06	11.07					
3.03	Duluth Ave.	9.17	9.18	9.47	9.48	10.17	10.18	10.47	10.48	11.17	11.18					
4.64	Kerwin St.	9.24	9.24	9.54	9.54	10.24	10.24	10.54	10.54	11.24	11.24					
5.45	Maryland	4 9.27	4 9.27	5 9.57	5 9.57	1 10.27	1 10.27	2 10.57	2 10.57	3 11.27	3 11.27					
6.79	Colby	9.30	9.30	10.00	10.00	10.30	10.30	11.00	11.00	11.30	11.30					
8.72	Soo Line Crossing	9.37	9.37	10.07	10.07	10.37	10.37	11.07	11.07	11.37	11.37					
10.92	Long Lake	5 9.42	5 9.42	1 10.12	1 10.12	2 10.42	2 10.42	3 11.12	3 11.12	4 11.42	4 11.42					
12.08	Wildwood Ar.	9.45	9.45	10.15	10.15	10.45	10.45	11.15	11.15	11.45	11 45					
.....	Train Number	9		8		9		10		9						
.....	Wildwood Lv.	9.46	9.46	10.17	10.16	10.46	10.46	11.17	11.16	11.46	11.46					
15.65	Lake Shore			10 10.27				8 11.27								
16.57	White Bear			10.32				11.32								
13.87	Mahtomedi	9.53				10.53				11.53						
14.04	Grant		9.50		10.20		10.50		11.20		11.50					
18.13	Parents		1 9.57		2 10.27		3 10.57		4 11.27		5 11.57					
19.15	Owen St. Station		10.00		10.30		11.00		11.30		12.00					
20.48	Main St.		10.05		10.35		11.05		11.35		12.05					
20.54	Stillwater U. D.		10.06		10.36		11.06		11.36		12.06					

ST. PAUL TO STILLWATER-WILDWOOD-WHITE BEAR AND MAHTOMEDI

East Bound-Read Down

Miles From St. Paul	LINE	FIRST CLASS PASSENGER														
		W. B.	S	M	S	W. B.	S	M	S	W. B.	S	M	S			
	TRAIN NO.	2	2	3	3	4	4	5	5	1	1	2	2			
	STATIONS	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.			
000	Seven Cor. Terminal	11.26	11.27	11.56	11.57	12.26	12.27	12.56	12.57	1.26	1.27	1.56	1.57	.....	.....	.....
.39	Wabasha	11.29	11.30	11.59	12.00	12.29	12.30	12.59	1.00	1.29	1.30	1.59	2.00	.....	.....	.....
.93	Broadway	11.36	11.37	12.06	12.07	12.36	12.37	1.06	1.07	1.36	1 37	2.06	2.07	.....	.....	.....
3.03	Duluth Ave.	11.47	11.48	12.17	12 18	12.47	12.48	1.17	1.18	1.47	1.48	2.17	2.18	.....	.....	.....
4.64	Kerwin St.	11.54	11.54	12.24	12.24	12 54	12.54	1.24	1.24	1.54	1.54	2.24	2.24	.....	.....	.....
5.45	Maryland	4 11.57	4 11.57	5 12.27	5 12.27	1 12.57	1 12.57	2 1.27	2 1.27	3 1.57	3 1.57	4 2.27	4 2.27	.....	.....	.....
6.79	Colby	12.00	12.00	12.30	12.30	1.00	1.00	1.30	1.30	2.00	2.00	2 30	2.30	.....	.....	.....
8.72	Soo Line Crossing	12.07	12.07	12.37	12.37	1.07	1.07	1.37	1.37	2.07	2.07	2.37	2.37	.....	.....	.....
10.92	Long Lake	5 12.12	5 12.12	1 12.42	1 12.42	2 1.12	2 1.12	3 1.42	3 1.42	4 2.12	4 2.12	5 2.42	5 2.42	.....	.....	.....
12.08	Wildwood Ar.	12 15	12.15	12.45	12.45	1.15	1.15	1.45	1.45	2.15	2.15	2.45	2.45	.....	.....	.....
.....	Train Number	8	.....	9	.....	10	.....	9	.....	8	.....	9	.....	.....	.....	.....
.....	Wildwood Lv.	12.17	12.16	12 46	12.46	1.17	1.16	1.46	1.46	2.17	2.16	2 46	2.46	.....	.....	.....
15.65	Lake Shore	10 12.27	.....	.....	.....	8 1.27	.....	.....	.....	10 2.27	.....	.....	.....	.....	.....	.....
16.57	White Bear	12 32	.....	.....	.....	1.32	.....	.....	.....	2.32	.....	.....	.....	.....	.....	.....
13.87	Mahtomedi	.....	.....	12.53	.....	.....	.....	1.53	.....	.....	.....	2.53	.....	.....	.....	.....
14.04	Grant	.....	12.20	.....	12.50	.....	1.20	.....	1.50	.....	2.20	.....	2.50	.....	.....	.....
18.13	Parents	.....	1 12.27	.....	2 12.57	.....	3 1.27	.....	4 1.57	.....	5 2.27	.....	1 2.57	.....	.....	.....
19.15	Owen St. Station	.....	12.30	.....	1.00	.....	1.30	.....	2.00	.....	2.30	.....	3.00	.....	.....	.....
20.48	Main St.	.....	12.35	.....	1 05	.....	1 35	.....	2.05	.....	2.35	.....	3.05	.....	.....	.....
20.54	Stillwater U. D.	.....	12 36	.....	1.06	.....	1.36	.....	2.06	.....	2.36	.....	3.06	.....	.....	.....

ST. PAUL TO STILLWATER-WILDWOOD-WHITE BEAR AND MAHTOMEDI

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Miles From St. Paul	LINE	FIRST CLASS PASSENGER														
	TRAIN NO.	W.B. 3	S 3	M 4	S 4	W.B 5	S 5	M 1	S 1	H. P. 2	W.B. 2	S 2				
	STATIONS	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.				
000	Seven Cor. Terminal	2.26	2,27	2.56	2.57	3,26	3.27	3,56	3.57	4.25	4.26	4.27				
.39	Wabasha	2.29	2.30	2.59	3.00	3.29	3.30	3.59	4.00	4.28	4.29	4.30				
.93	Broadway	2,36	2.37	3.06	3.07	3.36	3.37	4.06	4.07	4.35	4.36	4.37				
3.03	Duluth Ave.	2.47	2.48	3.17	3.18	3.47	3.48	4,17	4.18	4.46	4.47	4.48				
4.64	Kerwin St.	2.54	2.54	3.24	3.24	3.54	3.54	4.24	4.24	4.53	4.54	4.54				
5.45	Maryland	5 2.57	5 2.57	1 3.27	1 3.27	2 3.57	2 3.57	3 4.27	3 4.27	4 4.57	4 4.57	4 4.57				
6.79	Colby	3.00	3,00	3,30	3.30	4 00	4.00	4.30	4.30	.....	5.00	5.00				
8.72	Soo Line Crossing	3.07	3.07	3.37	3.37	4.07	4.07	4.37	4.37	.....	5.07	5.07				
10.92	Long Lake	1 3.12	1 3.12	2 3.42	2 3.42	3 4.12	3 4.12	4 4.42	4 4.42	.....	5 5.12	5 5.12				
12.08	Wildwood Ar.	3 15	3.15	3.45	3.45	4 15	4.15	4.45	4.45	.....	5.15	5.15				
.....	Train Number	10	.....	9	.....	8	.....	9	.....	.....	10	.....				
.....	Wildwood Lv.	3.17	3.16	3.46	3 46	4.17	4.16	4,46	4.46	.....	5.17	5.16				
15.65	Lake Shore	8 3.27	.....	.....	.....	10 4.27	.....	.....	.....	.....	8 5.27	.....				
16.57	White Bear	3.32	.....	.....	.....	4.32	.....	.....	.....	.....	5.32	.....				
13.87	Mahtomedi	.....	.....	3.53	.....	.....	.....	4.53	.....	.....	.....	.....				
14.04	Grant	.....	3.20	.....	3.50	.....	4.20	.....	4.50	.....	.....	5.20				
18.13	Parents	.....	2 3.27	.....	3 3.57	.....	4 4.27	.....	5 4.57	.....	.....	1 5.27				
19.15	Owen St. Station	.....	3.30	.....	4.00	.....	4.30	.....	5.00	.....	.....	5.30				
20.48	Main St.	.....	3.35	.....	4 05	.....	4.35	.....	5.05	.....	.....	5.35				
20.54	Stillwater U. D.	.....	3.36	.....	4.06	.....	4.36	.....	5.06	.....	.....	5.36				

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Miles From St. Paul	LINE	FIRST CLASS PASSENGER														
		H.P. W.W.	H. P.	M	S	H.P.	H.P.	W.B.	S	H. P.						
	TRAIN NO.	3	3	3	3	6	4	4	4	7						
	STATIONS	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.						
000	Seven Cor. Terminal	.....	4.55	4.56	4 57	5.22	5.25	5.26	5.27	5.52	.....	.....	.....	.....	.....	.....
.39	Wabasha	.....	4.58	4.59	5.00	5.25	5.28	5.29	5.30	5.55	.....	.....	.....	.....	.....	.....
.93	Broadway	.....	5.05	5.06	5.07	5.32	5.35	5.36	5.37	6.02	.....	.....	.....	.....	.....	.....
3.03	Duluth Ave.	5.17	5.16	5.17	5.18	5.44	5.46	5.47	5.48	6.14	.....	.....	.....	.....	.....	.....
4.64	Kerwin St.	5.23	5.23	5.24	5.24	5.50	5.53	5.54	5.54	6.20	.....	.....	.....	.....	.....	.....
5.45	Maryland	5 5.27	5 5.27	5 5.27	5 5.27	5.53	1 5.57	1 5.57	1 5.57	6.23	.....	.....	.....	.....	.....	.....
6.79	Colby	.....	.....	5.30	5.30	.....	.....	6.00	6.00	.....	.....	.....	.....	.....	.....	.....
8.72	Soo Line Crossing	.....	.....	5.37	5.37	.....	.....	6.07	6.07	.....	.....	.....	.....	.....	.....	.....
10.92	Long Lake	.....	.....	1 5.42	1 5.42	.....	.....	2 6.12	2 6.12	.....	.....	.....	.....	.....	.....	.....
12.08	Wildwood Ar.	.....	.....	5.45	5 45	.....	.....	6.15	6 15	.....	.....	.....	.....	.....	.....	.....
.....	Train Number	.....	.....	9	.....	.....	.....	10	.....	.....	.....	.....	.....	.....	.....	.....
.....	Wildwood Lv.	.....	.....	5.46	5.46	.....	.....	6.17	6.16	.....	.....	.....	.....	.....	.....	.....
15.65	Lake Shore	.....	.....	.....	.....	.....	.....	6.27	.....	.....	.....	.....	.....	.....	.....	.....
16.57	White Bear	.....	.....	.....	.....	.....	.....	6.32	.....	.....	.....	.....	.....	.....	.....	.....
13.87	Mahtomedi	.....	.....	5.53	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
14.04	Grant	.....	.....	.....	5.50	.....	.....	.....	6.20	.....	.....	.....	.....	.....	.....	.....
18.13	Parents	.....	.....	.....	2 5.57	.....	.....	.....	3 6.27	.....	.....	.....	.....	.....	.....	.....
19.15	Owen St. Station	.....	.....	.....	6.00	.....	.....	.....	6.30	.....	.....	.....	.....	.....	.....	.....
20.48	Main St.	.....	.....	.....	6.05	.....	.....	.....	6.35	.....	.....	.....	.....	.....	.....	.....
20.54	Stillwater U. D.	.....	.....	.....	6.06	.....	.....	.....	6.36	.....	.....	.....	.....	.....	.....	.....

ST. PAUL TO STILLWATER-WILDWOOD-WHITE BEAR AND MAHTOMEDI

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Miles From St. Paul	LINE	FIRST CLASS PASSENGER														
		H. P.	M	W.W.	S	H.P	W.B.	S	H.P.	S	M					
	TRAIN NO.	5	5	5	5	1	1	1	2	2						
	STATIONS	P.M.	P. M.	P.M.	P.M.	P. M.	P.M.	P.M.	P.M.	P. M.	P.M,					
000	Seven Cor. Terminal	5.55	5.56	5.56	5.57	6.25	6.26	6.27	6.55	6.57	.....	.....	.....	.....	.....	.....
.39	Wabasha	5.58	5.59	5.59	6.00	6.28	6.29	6.30	6.58	7.00	.....	.....	.....	.....	.....	.....
.93	Broadway	6.05	6.06	6.06	6.07	6.35	6.36	6.37	7.05	7.07	.....	.....	.....	.....	.....	.....
3.03	Duluth Ave.	6.16	6.17	6.17	6.18	6.46	6.47	6.48	7.16	7.18	.....	.....	.....	.....	.....	.....
4.64	Kerwin St.	6.23	6.24	6.24	6.24	6.53	6.54	6.54	7.23	7.24	.....	.....	.....	.....	.....	.....
5.45	Maryland	2 6.27	2 6.27	2 6.27	2 6.27	3 6.57	3 6.57	3 6.57	4 7.27	4 7.27	.....	.....	.....	.....	.....	.....
6.79	Colby	.....	6.30	6.30	6.30	.....	7.00	7.00	.....	7.30	.....	.....	.....	.....	.....	.....
8.72	Soo Line Crossing	.....	6.37	6.37	6.37	.....	7.07	7.07	.....	7.37	.....	.....	.....	.....	.....	.....
10.92	Long Lake	.....	3 6.42	3 6.42	3 6.42	.....	4 7.12	4 7.12	.....	7.42	.....	.....	.....	.....	.....	.....
12.08	Wildwood Ar.	.....	6.45	6.45	6.45	.....	7 15	7.15	.....	5 7.45	.....	.....	.....	.....	.....	.....
.....	Train Number	.....	9	.....	.....	.....	10	.....	.....	.....	10	.....	.....	.....	.....	.....
.....	Wildwood Lv.	.....	6.46	.....	6.46	.....	7.17	7.16	.....	5 7.46	7.46	.....	.....	.....	.....	.....
15.65	Lake Shore	.....	.....	.....	.....	.....	7.27	.....	.....	.....	.....	.....	.....	.....	.....	.....
16.57	White Bear	.....	.....	.....	.....	.....	7.32	.....	.....	.....	.....	.....	.....	.....	.....	.....
13.87	Mahtomedi	.....	6.53	.....	.....	.....	.....	.....	.....	.....	7.53	.....	.....	.....	.....	.....
14.04	Grant	.....	.....	.....	6.50	.....	.....	7.20	.....	7.50	.....	.....	.....	.....	.....	.....
18.13	Parents	.....	.....	.....	4 6.57	.....	.....	5 7.27	.....	1 7.57	.....	.....	.....	.....	.....	.....
19.15	Owen St. Station	.....	.....	.....	7.00	.....	.....	7.30	.....	8.00	.....	.....	.....	.....	.....	.....
20.48	Main St.	.....	.....	.....	7.05	.....	.....	7.35	.....	8.05	.....	.....	.....	.....	.....	.....
20.54	Stillwater U. D.	.....	.....	.....	7.06	.....	.....	7.36	.....	8.06	.....	.....	.....	.....	.....	.....

ST. PAUL TO STILLWATER-WILDWOOD-WHITE BEAR AND MAHTOMEDI

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Miles From St. Paul	LINE	FIRST CLASS PASSENGER														
		H. P.	H.P.	S	H.P.	H.P.	W.B. M	S	H.P.	H.P.	S	H.P.	W. B.			
	TRAIN NO.	3	4	4	3	1	1	1	3	2	2	4				
	STATIONS	P. M.	P.M.	P. M.	P.M.	P.M.	P.M.	P.M.	P. M.	P.M.	P. M.	P. M.	P.M.			
000	Seven Cor. Terminal	7.27	7.55	7.57	8.27	8.55	8.56	8.57	9.27	9.55	9.57	10.27	.....	.....	.....	.....
.39	Wabasha	7.30	7.58	8.00	8.30	8.58	8.59	9.00	9.30	9.58	10.00	10.30	.....	.....	.....	.....
.93	Broadway	7.37	8.05	8.07	8.37	9.05	9.06	9.07	9.37	10.05	10.07	10.37	.....	.....	.....	.....
3.03	Duluth Ave.	7.49	8.16	8.18	8.48	9.16	9.17	9.18	9.48	10.16	10.18	10.48	.....	.....	.....	.....
4.64	Kerwin St.	7.55	8.24	8.24	8.54	9.24	9.24	9.24	9.54	10.24	10.24	10.54	.....	.....	.....	.....
5.45	Maryland	5 8.00	1 8.27	1 8.27	2 8.57	9.27	5 9.27	5 9.27	4 9.57	10.27	5 10.27	1 10.57	.....	.....	.....	.....
6.79	Colby	.....	.....	8.30	.....	.....	9.30	9.30	.....	.....	10.30	.....	.....	.....	.....	.....
8.72	Soo Line Crossing	.....	.....	8.37	.....	.....	9.37	9.37	.....	.....	10.37	.....	.....	.....	.....	.....
10.92	Long Lake	.....	.....	2 8.42	.....	.....	4 9.42	4 9.42	.....	.....	1 10.42	.....	.....	.....	.....	.....
12.08	Wildwood Ar.	.....	.....	8.45	.....	.....	9.45	9.45	.....	.....	10.45	.....	.....	.....	.....	.....
.....	Train Number	.....	.....	.....	.....	.....	9	.....	.....	.....	.....	.....	9	.....	.....	.....
.....	Wildwood Lv.	.....	.....	8.46	.....	.....	9.46	9.46	.....	.....	10.46	.....	10.00	.....	.....	.....
15.15	Lake Shore	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	10.10	.....	.....	.....
16.57	White Bear	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	10.15	.....	.....	.....
13.87	Mahtomedi	.....	.....	.....	.....	.....	9.53	.....	.....	.....	.....	.....	.....	.....	.....	.....
14.04	Grant	.....	.....	8.50	.....	.....	.....	9.50	.....	.....	10.50	.....	.....	.....	.....	.....
18.18	Parents	.....	.....	8.57	.....	.....	.....	9.57	.....	.....	10 57	.....	.....	.....	.....	.....
19.15	Owen St. Station	.....	.....	9.00	.....	.....	.....	10.00	.....	.....	11.00	.....	.....	.....	.....	.....
20.48	Main St.	.....	.....	9.05	.....	.....	.....	10.05	.....	.....	11.05	.....	.....	.....	.....	.....
20.54	Stillwater U. D.	.....	.....	9.06	.....	.....	.....	10.06	.....	.....	11.06	.....	.....	.....	.....	.....

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Miles From St. Paul	LINE	FIRST CLASS PASSENGER														
	TRAIN NO.	H. P. 5	H.P. 1	S 1	H. P. 5	H. P. 2										
	STATIONS	P.M.	P.M.	P. M.	P.M.	A. M.										
000	Seven Cor. Terminal	10.57	11.25	11.27	11.57	12.22										
.39	Wabasha	11.00	11.28	11.30	12.00	12.25										
.93	Broadway	11.06	11.35	11.36	12.06	12.31										
3.03	Duluth Ave.	11.17	11.46	11.47	12.17	12.42										
4.64	Kerwin St.	11 22	11.51	11.52	12.22	12.47										
5.45	Maryland	11.25	2 11.54	2 11.54	12.24	12.49										
6.79	Colby			11.57												
8.72	Soo Line Crossing			12.04												
10.92	Long Lake			12.09												
12.03	Wildwood Ar.			12.12												
	Train Number															
	Wildwood Lv.			12.13												
15.65	Lake Shore															
16.57	White Bear															
13 87	Mahtomedi															
14.04	Grant			12.17												
18.13	Parents			12.24												
19.15	Owen St. Station			12.26												
20.48	Main St.			12.31												
20.54	Stillwater U. D.			12.32												

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Miles From Stillwater	LINE	FIRST CLASS PASSENGER														
		S	H.P.	S	H.P.	M	S	H.P.	S	H.P.	H.P.					
	TRAIN NO.	1	2	2	3	3	3	4	4	6	6					
	STATIONS	A.M.	A. M.	A.M.	A.M.	A.M.	A.M.	A. M.	A.M.	A.M.	A.M.					
000	Stillwater U. D.								6.11							
.10	Main St.								6.12							
1.36	Owen St. Station								6.24							
2.38	Parents								5 6.27							
6.47	Grant								6.34							
000	White Bear															
.92	Lake Shore															
000	Mahtomedi															
4.49	Wildwood Ar.								8 6.38							
	Train Number															
8.43	Wildwood Lv.			5 39			6 09		8 6.39							
9.59	Long Lake			4 5.42			5 6.12		1 6.42							
11.79	Soo Line Crossing			5.47			6.17		6.47							
13.72	Colby			3 5.54			8 6.24		6.54							
15.06	Maryland		5 5.57	5 5.57	1 6.27	1 6.27	1 6.27	2 6.57	2 6.57	7.20	7.20					
15.87	Kerwin St.		5.59	5.59	6.29	6.29	6.29	6.59	6.59	3 7.24	3 7.24					
17.48	Duluth Ave.	5.34	6.04	6.04	6.34	6.34	6.34	7.04	7.04	7.31	7.33					
19.58	Broadway	5.46	6.16	6 16	6.45	6.45	6.46	7.15	7.16	7.43	7.45					
20.12	Wabasha	5.53	6.22	6.22	6.51	6.51	6.53	7.21	7.23	7.50	7.52					
20.49	Seven Cor. Terminal	5.56	6 25	6 25	6 54	6.54	6.56	7.24	7.26	7 53	7. 55					

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Miles From Stillwater	LINE	FIRST CLASS PASSENGER														
		M	S	W. B.	H. P.	H. P.	W. B.	S	M	M	S					
	TRAIN NO.	9	5	8	5	1	10	1	9	9	2					
	STATIONS	A.M.	A.M.	A.M.	A. M.	A.M.	A.M.	A. M.	A.M.	A. M.	A.M.					
000	Stillwater U. D.	.....	6.46	.....	.....	.....	.....	7.16	.....	.....	7.46	.....	.....	.....	.....	.....
.10	Main St.	.....	6.47	.....	.....	.....	.....	7.17	.....	.....	7.47	.....	.....	.....	.....	.....
1.36	Owen St. Station	.....	6.54	.....	.....	.....	.....	7.24	.....	.....	7.54	.....	.....	.....	.....	.....
2.38	Parents	.....	1 6.57	.....	.....	.....	.....	2 7.27	.....	.....	3 7.57	.....	.....	.....	.....	.....
6.47	Grant	.....	7.04	.....	.....	.....	.....	7.34	.....	.....	8.04	.....	.....	.....	.....	.....
000	White Bear	.....	.....	6.53	.....	.....	7.23	.....	.....	.....	.....	.....	.....	.....	.....	.....
.92	Lake Shore	.....	.....	10 6.57	.....	.....	7.27	.....	.....	.....	.....	.....	.....	.....	.....	.....
000	Mahtomedi	7.01	.....	.....	.....	.....	.....	.....	7.31	8.01	.....	.....	.....	.....	.....	.....
4.49	Wildwood Ar.	7.08	7.08	7.07	.....	.....	7.37	7.38	7.38	8.08	8.08	.....	.....	.....	.....	.....
.....	Train Number	5	.....	5	.....	.....	1	.....	1	2	.....	.....	.....	.....	.....	.....
8.43	Wildwood Lv.	7.09	7.09	7.09	.....	.....	7.39	7.39	7.39	8.09	8.09	.....	.....	.....	.....	.....
9.59	Long Lake	2 7.12	2 7.12	2 7.12	.....	.....	3 7.42	3 7.42	3 7.42	4 8.12	4 8.12	.....	.....	.....	.....	.....
11.79	Soo Line Crossing	7.17	7.17	7.17	.....	.....	7.47	7.47	7.47	8.17	8.17	.....	.....	.....	.....	.....
13.72	Colby	7.24	7.24	7.24	.....	.....	7.54	7.54	7.54	8.24	8.24	.....	.....	.....	.....	.....
15.06	Maryland	3 7.27	3 7.27	3 7.27	3 7.27	4 7.57	4 7.57	4 7.57	4 7.57	5 8.27	5 8.27	.....	.....	.....	.....	.....
15.87	Kerwin St.	7.29	7.29	7.29	7.29	7.59	7.59	7.59	7.59	8.29	8.29	.....	.....	.....	.....	.....
17.48	Duluth Ave.	7.34	7.34	7.34	7.34	8.04	8.04	8.04	8.04	8.34	8.34	.....	.....	.....	.....	.....
19.58	Broadway	7.45	7.45	7.46	7.46	8.15	8.16	8.16	8.16	8.45	8.45	.....	.....	.....	.....	.....
20.12	Wabasha	7.52	7.52	7.53	7.53	8 22	8.23	8.23	8.23	8.52	8.52	.....	.....	.....	.....	.....
20.49	Seven Cor. Terminal	7.55	7.55	7.56	7.56	8.25	8.26	8.26	8.26	8.55	8.55	.....	.....	.....	.....	.....

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Miles From Stillwater	LINE	FIRST CLASS PASSENGER														
		W. B.	S	M	S	W. B.	S	M	S	W. B.	S	M	S			
	TRAIN NO.	10	3	9	4	8	5	9	1	10	2	9	3			
	STATIONS	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A.M.	A. M.	A.M.	A.M.	A.M.			
000	Stillwater U. D.	.....	8.16	.....	8.46	.....	9.16	.....	9.46	.....	10.16	.....	10.46	.....	.....	.....
.10	Main St.	.....	8.17	.....	8.47	.....	9.17	.....	9.47	.....	10.17	.....	10.47	.....	.....	.....
1.36	Owen St. Station	.....	8.24	.....	8.54	.....	9.24	.....	9.54	.....	10.24	.....	10.54	.....	.....	.....
2.38	Parents	.....	4 8.27	.....	5 8.57	.....	1 9.27	.....	2 9.57	.....	3 10.27	.....	4 10.57	.....	.....	.....
6.47	Grant	.....	8.34	.....	9.04	.....	9.34	.....	10.04	.....	10.34	.....	11.04	.....	.....	.....
000	White Bear	8 23	.....	.....	.....	9.23	.....	.....	.....	10.23	.....	.....	.....	.....	.....	.....
.92	Lake Shore	8.27	.....	.....	.....	10 9,27	.....	.....	.....	8 10.27	.....	.....	.....	.....	.....	.....
000	Mahtomedi	.....	.....	9.01	.....	.....	.....	10.01	.....	.....	.....	11.01	.....	.....	.....	.....
4.49	Wildwood Ar.	8 37	8.38	9.08	9.08	9.37	9.38	10.08	10.08	10.37	10.38	11.08	11.08	.....	.....	.....
.....	Train Number	3	.....	4	.....	5	.....	1	.....	2	.....	3	.....	.....	.....	.....
8.43	Wildwood Lv.	8.39	8.39	9.09	9.09	9.39	9.39	10.09	10.09	10.39	10.39	11.09	11.09	.....	.....	.....
9.59	Long Lake	5 8.42	5 8.42	1 9.12	1 9.12	2 9.42	2 9.42	3 10.12	3 10.12	4 10.42	4 10.42	5 11.12	5 11.12	.....	.....	.....
11.79	Soo Line Crossing	8.47	8.47	9.17	9.17	9.47	9.47	10.17	10.17	10.47	10.47	11.17	11.17	.....	.....	.....
13.72	Colby	8.54	8.54	9.24	9.24	9.54	9.54	10.24	10.24	10.54	10.54	11.24	11.24	.....	.....	.....
15.06	Maryland	1 8.57	1 8.57	2 9.27	2 9.27	3 9.57	3 9.57	4 10.27	4 10.27	5 10.57	5 10.57	1 11.27	1 11.27	.....	.....	.....
15.87	Kerwin St.	8.59	8.59	9.29	9.29	9.59	9.59	10.29	10.29	10.59	10.59	11.29	11.29	.....	.....	.....
17.48	Duluth Ave.	9.04	9.04	9.34	9.34	10.04	10.04	10 34	10.34	11.04	11.04	11.34	11.34	.....	.....	.....
19.58	Broadway	9.15	9.15	9.45	9.45	10.15	10.15	10.45	10.45	11.15	11.15	11.45	11.45	.....	.....	.....
20.12	Wabasha	9.22	9.22	9.52	9.52	10.22	10 22	10.52	10.52	11.22	11.22	11.52	11.52	.....	.....	.....
20.49	Seven Cor. Terminal	9.25	9.25	9.55	9.55	10.25	10.25	10.55	10.55	11.25	11.25	11.55	11.55	.....	.....	.....

STILLWATER-WILDWOOD-WHITE BEAR AND MAHTOMEDI TO ST. PAUL.

West Bound-Read Down

Miles From Stillwater	LINE	FIRST CLASS PASSENGER														
		W.B.	S	M	S	W.B.	S	M	S	W.B.	S	M	S			
	TRAIN NO.	8	4	9	5	10	1	9	2	8	3	9	4			
	STATIONS	A.M.	A. M.	P.M.	A. M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.			
000	Stillwater U. D.	.....	11.16	.....	11.46	.....	12.16	.....	12.46	.....	1.16	.....	1.46	.....	.....	.....
.10	Main St.	.....	11.17	.....	11.47	.....	12.17	.....	12.47	.....	1.17	.....	1.47	.....	.....	.....
1.36	Owen St. Station	.....	11.24	.....	11.54	.....	12.24	.....	12.54	.....	1.24	.....	1.54	.....	.....	.....
2.38	Parents	.....	5 11.27	.....	1 11.57	.....	2 12.27	.....	3 12.57	.....	4 1.27	.....	5 1.57	.....	.....	.....
6.47	Grant	.....	11.34	.....	12.04	.....	12.34	.....	1.04	.....	1.34	.....	2.04	.....	.....	.....
000	White Bear	11 23	.....	.....	.....	12 23	.....	.....	.....	1.23	.....	.....	.....	.....	.....	.....
.92	Lake Shore	10 11.27	.....	.....	.....	8 12.27	.....	.....	.....	10 1.27	.....	.....	.....	.....	.....	.....
000	Mahtomedi	.....	.....	12.01	.....	.....	.....	1.01	.....	.....	.....	2.01	.....	.....	.....	.....
4.49	Wildwood Ar.	11.37	11.38	12.08	12 08	12 37	12.38	1.08	1.08	1.37	1.38	2.08	2.08	.....	.....	.....
.....	Train Number	4	.....	5	.....	1	.....	2	.....	3	.....	4	.....	.....	.....	.....
8.43	Wildwood Lv.	11.39	11.39	12.09	12 09	12 39	12.39	1.09	1.09	1.39	1.39	2.09	2.09	.....	.....	.....
9.59	Long Lake	1 11.42	1 11.42	2 12.12	2 12.12	3 12.42	3 12.42	4 1.12	4 1.12	5 1.42	5 1.42	1 2.12	1 2.12	.....	.....	.....
11.79	Soo Line Crossing	11 47	11.47	12.17	12 17	12.47	12.47	1.17	1.17	1.47	1.47	2.17	2.17	.....	.....	.....
13.72	Colby	11.54	11.54	12.24	12.24	12 54	12 54	1.24	1.24	1.54	1.54	2.24	2.24	.....	.....	.....
15.06	Maryland	2 11.57	2 11.57	3 12.27	3 12.27	4 12.57	4 12.57	5 1.27	5 1.27	1 1.57	1 1.57	2 2.27	2 2.27	.....	.....	.....
15.87	Kerwin St.	11.59	11.59	12.29	12.29	12 59	12.59	1.29	1.29	1.59	1.59	2.29	2.29	.....	.....	.....
17.48	Duluth Ave.	12.04	12.04	12.34	12.34	1.04	1.04	1.34	1.34	2.04	2.04	2.34	2.34	.....	.....	.....
19.58	Broadway	12.15	12.15	12.45	12.45	1.15	1.15	1.45	1.45	2.15	2.15	2.45	2.45	.....	.....	.....
20.12	Wabasha	12.22	12.22	12.52	12.52	1.22	1.22	1.52	1.52	2.22	2.22	2.52	2.52	.....	.....	.....
20.49	Seven Cor. Terminal	12 25	12.25	12.55	12 55	1.25	1.25	1.55	1.55	2.25	2.25	2.55	2.55	.....	.....	.....

STILLWATER-WILDWOOD-WHITE BEAR AND MAHTOMEDI TO ST. PAUL.

West Bound-Read Down

Miles From Stillwater	LINE	FIRST CLASS PASSENGER														
	TRAIN NO.	W.B. 10	S 5	M 9	S 1	H P. 2	W.B. 8	S 2	H.P. 3	M 9	S 3					
	STATIONS	P. M.	P. M.	P.M.	P. M.	P.M.	P. M.	P. M.	P.M.	P. M.	P. M.					
000	Stillwater U. D.	.....	2.16	.....	2.46	.....	.....	3.16	.....	.....	3.46	.....	.....	.....	.....	.....
.10	Main St.	.....	2.17	.....	2.47	.....	.....	3.17	.....	.....	3.47	.....	.....	.....	.....	.....
1.36	Owen St. Station	.....	2.24	.....	2.54	.....	.....	3.24	.....	.....	3.54	.....	.....	.....	.....	.....
2.38	Parents	.....	1 2.27	.....	2 2.57	.....	.....	3 3.27	.....	.....	4 3.57	.....	.....	.....	.....	.....
6.47	Grant	.....	2.34	.....	3.04	.....	.....	3.34	.....	.....	4.04	.....	.....	.....	.....	.....
000	White Bear	2.23	.....	.....	.....	.....	3.23	.....	.....	.....	.....	.....	.....	.....	.....	.....
.92	Lake Shore	8 2.27	.....	.....	.....	.....	10 3.27	.....	.....	.....	.....	.....	.....	.....	.....	.....
000	Mahtomedi	.....	.....	3.01	.....	.....	.....	.....	.....	4.01	.....	.....	.....	.....	.....	.....
4.49	Wildwood Ar.	2.37	2.38	3.08	3.08	.....	3.37	3.38	.....	4.08	4.08	.....	.....	.....	.....	.....
.....	Train Number	5	.....	1	.....	.....	2	.....	.....	3	.....	.....	.....	.....	.....	.....
8.43	Wildwood Lv.	2.39	2.39	3.09	3.09	.....	3.39	3.39	.....	4.09	4.09	.....	.....	.....	.....	.....
9.59	Long Lake	2 2.42	2 2.42	3 3.12	3 3.12	.....	4 3.42	4 3.42	.....	5 4.12	5 4.12	.....	.....	.....	.....	.....
11.79	Soo Line Crossing	2.47	2.47	3.17	3.17	.....	3.47	3.47	.....	4.17	4.17	.....	.....	.....	.....	.....
13.72	Colby	2.54	2.54	3.24	3.24	.....	3.54	3.54	.....	4.24	4.24	.....	.....	.....	.....	.....
15.06	Maryland	3 2.57	3 2.57	4 3.27	4 3.27	.....	5 3.57	5 3.57	.....	1 4.27	1 4.27	.....	.....	.....	.....	.....
15.87	Kerwin St.	2.59	2.59	3.29	3.29	.....	3.59	3.59	.....	4.29	4.29	.....	.....	.....	.....	.....
17.48	Duluth Ave.	3.04	3.04	3.34	3.34	4.02	4.04	4.04	4.32	4.34	4.34	.....	.....	.....	.....	.....
19.58	Broadway	3.15	3.15	3.45	3.45	4.14	4.15	4.15	4.44	4.45	4.45	.....	.....	.....	.....	.....
20.12	Wabasha	3.22	3.22	3.52	3.52	4.21	4.22	4.22	4.51	4.52	4.52	.....	.....	.....	.....	.....
20.49	Seven Cor. Terminal	3.25	3.25	3.55	3.55	4.24	4.25	4.25	4.54	4.55	4.55	.....	.....	.....	.....	.....

STILLWATER-WILDWOOD-WHITE BEAR AND MAHTOMEDI TO ST. PAUL.

West Bound-Read Down

Miles From Stillwater	LINE	FIRST CLASS PASSENGER														
		H.P.	H.P.	W.B.	S	H.P.	H.P.	M	W.W	S						
	TRAIN NO.	6	4	10	4	7	5	9	5	5						
	STATIONS	P.M.	P.M.	P.M	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.						
.000	Stillwater U. D.				4.16					4.46						
.10	Main St.				4.17					4.47						
1.36	Owen St. Station				4.24					4.54						
2.38	Parents				5 4.27					1 4.57						
6.47	Grant				4.34					5.04						
000	White Bear			4.23												
.92	Lake Shore			8 4.27												
000	Mahtomedi							5.01								
4.49	Wildwood Ar.			4.37	4.38			5.08		5.08						
	Train Number			4				5								
8.43	Wildwood Lv.			4.39	4.39			5.09		5.09						
9.59	Long Lake			1 4.42	1 4.42			2 5.12		2 5.12						
11.79	Soo Line Crossing			4.47	4.47			5.17		5.17						
13.72	Colby			4.54	4.54			5.24		5.24						
15.06	Maryland		2 4.57	2 4.57	2 4.57		3 5.27	3 5.27	5 5.27	3 5.27						
15.87	Kerwin St.		4.59	4.59	4.59		5.29	5.29	5.29	5.29						
17.48	Duluth Ave.	5.00	5.04	5.04	5.04	5.30	5.34	5.34	5.34	5.34						
19.58	Broadway	5.12	5.15	5.15	5.15	5.42	5.45	5.45	5.45	5.45						
20.12	Wabasha	5.18	5.22	5.22	5.22	5.49	5.52	5.52	5.52	5.52						
20.49	Seven Cor. Terminal	5.21	5.25	5.25	5.25	5.52	5.55	5.55	5.55	5.55						

STILLWATER-WILDWOOD-WHITE BEAR AND MAHTOMEDI TO ST. PAUL.

West Bound-Read Down

Miles From Stillwater	LINE	FIRST CLASS PASSENGER														
	TRAIN NO.	H.P. 1	W.B. 8	S 1	H.P. 1	H.P. 2	S 2	M 9	W.B. 10	H.P. 2						
	STATIONS	P.M.	P. M.	P.M.		P. M.	P.M.	P. M.	P. M.	P.M.						
000	Stillwater U. D.	.....	.....	5.16	.....	.....	5.46	.....	.....	.....	.....	.....	.....	.....	.....	.....
.10	Main St.	.....	.....	5.17	.....	.....	5.47	.....	.....	.....	.....	.....	.....	.....	.....	.....
1.36	Owen St. Station	.....	.....	5.24	.....	.....	5.54	.....	.....	.....	.....	.....	.....	.....	.....	.....
2.38	Parents	.....	.....	2 5.27	.....	.....	3 5.57	.....	.....	.....	.....	.....	.....	.....	.....	.....
6.47	Grant	.....	.....	5.34	.....	.....	6.04	.....	.....	.....	.....	.....	.....	.....	.....	.....
000	White Bear	.....	5.23	.....	.....	.....	.....	.....	5.53	.....	.....	.....	.....	.....	.....	.....
.92	Lake Shore	.....	10 5.27	.....	.....	.....	.....	.....	5.57	.....	.....	.....	.....	.....	.....	.....
000	Mahtomedi	.....	.....	.....	.....	.....	.....	6.01	.....	.....	.....	.....	.....	.....	.....	.....
4.49	Wildwood Ar.	.....	5.37	5.38	.....	.....	6.08	6.08	6.07	.....	.....	.....	.....	.....	.....	.....
.....	Train Number	.....	1	.....	.....	.....	.....	2	2	.....	.....	.....	.....	.....	.....	.....
8.43	Wildwood Lv.	.....	5.39	5.39	.....	.....	6.09	6.09	6.09	.....	.....	.....	.....	.....	.....	.....
9.59	Long Lake	.....	3 5.42	3 5.42	.....	.....	4 6.12	4 6.12	4 6.12	.....	.....	.....	.....	.....	.....	.....
11.79	Soo Line Crossing	.....	5.47	5.47	.....	.....	6.17	6.17	6.17	.....	.....	.....	.....	.....	.....	.....
13.72	Colby	.....	5.54	5.54	.....	.....	6.24	6.24	6.24	.....	.....	.....	.....	.....	.....	.....
15.06	Maryland	4 5.57	4 5.57	4 5.57	4 5.57	5 6.27	5 6.27	5 6.27	5 6.27	5 6.27	.....	.....	.....	.....	.....	.....
15.87	Kerwin St.	5.59	5.59	5.59	5.59	6.29	6.29	6.29	6.29	6.29	.....	.....	.....	.....	.....	.....
17.48	Duluth Ave.	6.04	6.04	6.04	6.04	6.34	6.34	6.34	6.34	6.34	.....	.....	.....	.....	.....	.....
19.58	Broadway	6.15	6.15	6.15	.....	6.45	6.45	.....	.....	.....	.....	.....	.....	.....	.....	.....
20.12	Wabasha	6.22	6.22	6.22	.....	6.51	6.52	.....	.....	.....	.....	.....	.....	.....	.....	.....
20.49	Seven Cor. Terminal	6.25	6.25	6.25	.....	6.54	6.55	.....	.....	.....	.....	.....	.....	.....	.....	.....

STILLWATER-WILDWOOD-WHITE BEAR AND MAHTOMEDI TO ST. PAUL.

West Bound-Read Down

Miles From Stillwater	LINE	FIRST CLASS PASSENGER														
		S	H. P.	H. P.	S	M	W. B.	H.P.	H.P.	S	W.B.					
	TRAIN NO.	3	3	4	4	9	10	4	3	5	8					
	STATIONS	P.M.	P.M.	PiM.	P.M.	P.M.	P.M.	P.M.	P.M.	P. M.	P.M.					
000	Stillwater U. D.	6.16	.....	.....	6.46	.....	.....	.....	.....	7.16	.....	.....	.....	.....	.....	.....
.10	Main St.	6.17	.....	.....	6.47	.....	.....	.....	.....	7.17	.....	.....	.....	.....	.....	.....
1.36	Owen St. Station	6.24	.....	.....	6.54	.....	.....	.....	.....	7.24	.....	.....	.....	.....	.....	.....
2.38	Parents	4 6.27	.....	.....	5 6.57	.....	.....	.....	.....	1 7.27	.....	.....	.....	.....	.....	.....
6.47	Grant	6.34	.....	.....	7.04	.....	.....	.....	.....	7.36	.....	.....	.....	.....	.....	.....
000	White Bear	.....	.....	.....	.....	.....	6.53	.....	.....	.....	7.32	.....	.....	.....	.....	.....
.92	Lake Shore	.....	.....	.....	.....	.....	6.57	.....	.....	.....	7.36	.....	.....	.....	.....	.....
000	Mahtomedi	.....	.....	.....	.....	7.01	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
4.49	Wildwood Ar.	6.38	.....	.....	7.08	7.08	7.07	.....	.....	2 7.41	7.45	.....	.....	.....	.....	.....
.....	Train Number	.....	.....	..	.....	4	4	.....	.....	.....	.....	.....	.....	.....	.....	.....
8.43	Wildwood Lv.	6.39	.....	7.09	7.09	7.09	7.09	.....	.....	2 7.45	.....	.....	.....	.....	.....	.....
9.59	Long Lake	5 6.42	.....	1 7.12	1 7.12	1 7.12	1 7.12	.....	.....	7.47	.....	.....	.....	.....	.....	.....
11.79	Soo Line Crossing	6.47	.....	7.17	7.17	7.17	7.17	.....	.....	7.51	.....	.....	.....	.....	.....	.....
13.72	Colby	6.54	.....	7.24	7.24	7.24	7.24	.....	.....	7.57	.....	.....	.....	.....	.....	.....
15.06	Maryland	1 6.57	1 6.57	2 7.27	2 7.27	2 7.27	2 7.27	2 7.27	8.00	3 8.00	.....	.....	.....	.....	.....	.....
15.87	Kerwin St.	6.59	6.59	7.29	7.29	7.29	7.29	7.29	8.02	8.02	.....	.....	.....	.....	.....	.....
17.48	Duluth Ave.	7.04	7.04	7.34	7.34	7.34	7.34	7.34	8.07	8.07	.....	.....	.....	.....	.....	.....
19.58	Broadway	7.15	.....	7.45	7.45	.....	.....	.....	8.18	.....	.....	.....	.....	.....	.....	.....
20.12	Wabasha	7.22	.....	7.52	7.52	.....	.....	.....	8.24	.....	.....	.....	.....	.....	.....	.....
20.49	Seven Cor. Terminal	7.25	.....	7.55	7.55	.....	.....	.....	8.27	.....	.....	.....	.....	.....	.....	.....

STILLWATER-WILDWOOD-WHITE BEAR AND MAHTOMEDI TO ST. PAUL.

West Bound-Read Down

Miles From Stillwater	LINE	FIRST CLASS PASSENGER														
	TRAIN NO.	H. P. 1	M 9	S 1	H.P. 2	S 2	H.P. 5	S 4	M 9	H. P. 4	H.P. 5	H.P. 1	S 1	W.B. 9		
	STATIONS	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.		
000	Stillwater U. D.	.....	.....	7.46	.....	8.16	.....	9.16	.....	.....	.....	.....	10.16	.....	.....	.....
.10	Main St.	.....	.....	7.47	.....	8.17	.....	9.17	.....	.....	.....	.....	10.17	.....	.....	.....
1.36	Owen St. Station	.....	.....	7.54	.....	8.24	.....	9.24	.....	....	.....	.....	10.24	.....	.....	.....
2.38	Parents	.....	.....	2 7.57	.....	8.27	.....	9.27	.....	.....	.....	.....	10.27	.....	.....	.....
6.47	Grant	.....	.....	8.04	.....	8.34	.....	9.34	.....	.....	.....	.....	10.34	.....	.....	.....
000	White Bear	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	10.23	.....	.....
.92	Lake Shore	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	10.27	.....	.....
000	Mahtomedi	.....	8.01	.....	.....	.....	.....	.....	9.53	.....	.....	.....	.....	.....	.....	.....
4.49	Wildwood Ar.	.....	8.08	8.08	.....	8.38	.....	9.38	10.00	.....	.....	.....	10.38	10.37	.....	.....
.....	Train Number	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	.....
8.48	Wildwood Lv.	.....	8.09	8.09	.....	8.39	.....	9.39	.....	.....	.....	.....	10,39	10.39	.....	.....
9.59	Long Lake	.....	8.12	3.12	.....	4 8.42	.....	1 9.42	.....	.....	.....	.....	3 10.42	2 10.42	.....	.....
11.79	Soo Line Crossing	.....	8.17	8.17	.....	8.47	.....	9.47	.....	.....	.....	.....	10.47	10.47	.....	.....
13,72	Colby	.....	8.24	8.24	.....	8.54	.....	9.54	.....	.....	.....	.....	10.54	10.54	.....	.....
15.06	Maryland	4 8.27	4 8.27	4 8.27	8.57	3 8.57	1 9.27	3 9.57	.....	9.57	2 10.27	10.57	4 10.57	4 10.57	.....	.....
15.87	Kerwin St.	8.29	8.29	8.29	8.59	8.59	9.29	9.59	.....	9.59	10.29	10.59	10.59	10.59	.....	.....
17.48	Duluth Ave.	8.34	8.34	8.34	9.04	9.04	9.34	10.04	.....	10.04	10.34	11,04	11 04	11,04	.....	.....
19.58	Broadway	8.45	8.45	8.45	9.15	9.15	9.45	10.15	.....	.....	10.45	11,15	11.15	.....	.....	.....
20.12	Wabasha	8.52	8.52	8.52	9.22	9.22	9.52	10,22	.....	.....	10.51	11.22	11.22	.....	.....	.....
20 49	Seven Cor. Terminal	8.55	8.55	8.55	9.25	9.25	9.55	10 25	.....	.....	10.54	11.25	11.25	.....	.....	.....

STILLWATER-WILDWOOD-WHITE BEAR AND MAHTOMEDI TO ST. PAUL.

West Bound-Read Down

Miles From Stillwater	LINE	FIRST CLASS PASSENGER														
		H. P.	S	H.P.	H. P.	H. P.	S									
	TRAIN NO.	5	2	2	5	2	1									
	STATIONS	P.M.	P.M.	P.M.	A.M.	A.M.	A.M.									
000	Stillwater U. D.	.....	11.13	.....	.....	.....	12.32	.....	.....	.....	.....	.....	.....	.....	.....	.....
.10	Main St.	.....	11.14	.....	.....	.....	12.33	.....	.....	.....	.....	.....	.....	.....	.....	.....
1.36	Owen St. Station	.....	11.21	.....	.....	.....	12.45	.....	.....	.....	.....	.....	.....	.....	.....	.....
2.38	Parents	.....	11.24	.....	.....	.....	12.47	.....	.....	.....	.....	.....	.....	.....	.....	.....
6.47	Grant	.....	11.31	.....	.....	.....	12.54	.....	.....	.....	.....	.....	.....	.....	.....	.....
000	White Bear	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.92	Lake Shore	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
000	Mahtomedi	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
4.49	Wildwood Ar.	.....	11.35	.....	.....	.....	12.58	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	Train Number	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
8.43	Wildwood Lv.	.....	11 36	.....	.....	.....	12.59	.....	.....	.....	.....	.....	.....	.....	.....	.....
9.59	Long Lake	.....	11.39	.....	.....	.....	1.01	.....	.....	.....	.....	.....	.....	.....	.....	.....
11.79	Soo Line Crossing	.....	11 44	.....	.....	.....	1.06	.....	.....	.....	.....	.....	.....	.....	.....	.....
13.72	Colby	.....	11.51	.....	.....	.....	1.13	.....	.....	.....	.....	.....	.....	.....	.....	.....
15.06	Maryland	11.27	1 11.54	1 11.54	12.24	12.50	1.16	.....	.....	.....	.....	.....	.....	.....	.....	.....
15.87	Kerwin St.	11.29	11.56	11.56	12.26	12.52	1.18	.....	.....	.....	.....	.....	.....	.....	.....	.....
17.48	Duluth Ave.	11.34	12.01	12.01	12.31	12.57	1.23	.....	.....	.....	.....	.....	.....	.....	.....	.....
19.58	Broadway	11.45	12.12	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
20.12	Wabasha	11.51	12.18	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
20.49	Seven Cor. Terminal	11.54	12.21	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

WILKIN AND WILLIAMS STS. TO SOUTH STILLWATER.

South Bound-Read Down

Miles From Wilkin and Williams	SO. STILLWATER LINE	FIRST CLASS PASSENGER														
	TRAIN NO.	14	12	13	13	12	13	12	13	12	13	12	13			
	STATIONS	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.			
000	Owen St. Station	5.40	6.22	6.45												
	Wilkin & Williams Sts				6.54	7.24	7.54	8.24	8.54	9.24	9.54	10 24	10 54			
.38	Laurel & 5th Sts.	5.42	6.24	6.47	6.57	7.27	7.57	8.27	8.57	9.27	9.57	10.27	10,57			
1.39	Stillwater U. D.		6.29		7.02	7.32	8.02	8.32	9.02	9.32	10.02	10 32	11 02			
2.12	Churchill & 3rd Sts.	5.47	6 33		**7.08**	**7.38**	**8.08**	**8.38**	**9.08**	**9,38**	**10,08**	**10.38**	**11.08**			
2.17	Churchill & 3rd St. Siding	5.48	14 **6.34**		12 **7.09**	13 **7.39**	12 **8.09**	8.39	12 **9.09**	13 **9,39**	12 **10,09**	13 **10,39**	12 **11.09**			
5.18	South Stillwater	6.02	6.49		7.23	7.53	8.23	8.53	9.23	9.53	10.23	10 53	11.23			

South Bound-Read Down

Miles From Wilkin and Williams	SO. STILLWATER LINE	FIRST CLASS PASSENGER														
	TRAIN NO.	12	13	12	13	12	13	12	13	12	13	12	13			
	STATIONS	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P M.	P.M.	P.M.	P.M.	P.M.			
000	Owen St. Station															
	Wilkin & Williams Sts	11.24	11.54	12.24	12.54	1.24	1.54	2.24	2 54	3.24	3.54	4.24	4.54			
.38	Laurel & 5th Sts.	11.27	11.57	12,27	12,57	1.27	1.57	2.27	2.57	3.27	3.57	4.27	4 57			
1.39	Stillwater U. D.	11.32	12.02	12.32	1.02	1.32	2.02	2.32	3.02	3.32	4.02	4.32	5.02			
2.12	Churchill & 3rd Sts.	**11.38**	**12,08**	**12.38**	**1.08**	**1.38**	**2.08**	**238**	**3.08**	**3.38**	**4.08**	**4,38**	**5.08**			
2 17	Churchill & 3rd Sts. Siding	13 **11.39**	12 **12.09**	13 **12.39**	12 **1.09**	13 **1.39**	12 **2.09**	13 **2.39**	12 **3.09**	13 **3,39**	12 **4.09**	13 **4.39**	12 **5.09**			
5.18	South Stillwater	11 53	12.23	12.53	1 23	1.53	2.23	2.53	3.23	3.53	4 23	4 53	5 23			

WILKIN AND WILLIAMS STS. TO SOUTH STILLWATER.

South Bound-Read Down

Miles From Wilkin and Williams	SO. STILLWATER LINE	FIRST CLASS PASSENGER														
	TRAIN NO.	12	13	12	13	12	13	12	13	12	13	12	13			
	STATIONS	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.			
000	Owen St. Station	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	Wilkin & Williams Sts	5.24	5.54	6.24	6.54	7.24	7.54	8.24	8.54	9.24	9.54	10 24	10.54	.....	.....	.....
.38	Laurel & 5th Sts.	5.27	5.57	6.27	6.57	7 27	7.57	8.27	8.57	9.27	9.57	10.27	10.57	.....	.....	.....
1.39	Stillwater U. D.	5.32	6.02	6.32	7.02	7.32	8.02	8.32	9.02	9.32	10.02	10.32	11.02	.....	.....	.....
2.12	Churchill & 3rd Sts.	**5.38**	**6.08**	**6.38**	**7.08**	**7.38**	**8.08**	**8.38**	**9.08**	**9.38**	**10.08**	**10.38**	**11.08**	.....	.....	.....
2.17	Churchill & 3rd St. Siding	13 **5.39**	12 **6.09**	13 **6.39**	12 **7.09**	13 **7.39**	12 **8.09**	13 **8.39**	12 **9.09**	13 **9.39**	12 **10.09**	13 **10.39**	12 **11.09**	.....	.....	.....
5.18	South Stillwater	5 53	6.23	6.53	7.23	7.53	8.23	8.53	9.23	9.53	10.23	10.53	11.23	.....	.....	.....

SOUTH STILLWATER TO WILLIAMS ST.

North Bound-Read Down

Miles From So. Stillwater	SO. STILLWATER LINE	FIRST CLASS PASSENGER														
	TRAIN NO.	14	13	12	13	12	13	12	13	12	13	12	13			
	STATIONS	A.M.	A.M.	A. M.	A. M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.			
000	South Stillwater	6.20	.....	6.55	7.25	7.55	8 25	8.55	9.25	9.55	10.25	10.55	11.25	.....	.....	.....
3.01	Churchill & 3rd St. Siding	12 6.34	.....	13 7.09	12 7.39	13 8.09	12 8.39	13 9.09	12 9.39	13 10.09	12 10.39	13 11.09	12 11.39	.....	.....	.....
3.06	Churchill & 3rd St.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
3.79	Stillwater U. D.	6.40	.....	7.14	7.44	8.14	8.44	9.14	9.44	10.14	10.44	11.14	11.44	.....	.....	.....
4.80	Laurel & 5th Sts.	.....	6.48	7.19	7.49	8.19	8.49	9.19	9.49	10.19	10.49	11.19	11.49	.....	.....	.....
5.39	Wilkin & Williams Sts	.....	6.51	8.22	7.52	8.22	8.52	9.22	9.52	10.22	10.52	11.22	11.52	.....	.....	.....
6.36	Owen St. Station	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

North Bound-Read Down

Miles From So. Stillwater	SO. STILLWATER LINE	FIRST CLASS PASSENGER														
	TRAIN NO.	12	13	12	13	12	13	12	13	12	13	12	13			
	STATIONS	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.			
000	South Stillwater	11.55	12 25	12.55	1.25	1.55	2.25	2.55	3.25	3.55	4.25	4.55	5.25	.....	.....	.....
3.01	Churchill & 3rd St. Siding	13 12.09	12 12.39	13 1.09	12 1.39	13 2.09	12 2.39	13 3.09	12 3.39	13 4.09	12 4.39	13 5.09	12 5.39	.....	.....	.....
3.06	Churchill & 3rd St.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
3.79	Stillwater U. D.	12 14	12.44	1.14	1.44	2.14	2.44	3.14	3.44	4.14	4.44	5.14	5.44	.....	.....	.....
4.80	Laurel & 5th Sts.	12.19	12.49	1.19	1.49	2.19	2.49	3.19	3.49	4.19	4.49	5.19	5.49	.....	.....	.....
5.39	Wilkin & Williams Sts	12.22	12.52	1.22	1.52	2.22	2.52	3.22	3.52	4.22	4.52	5.22	5.52	.....	.....	.....
6.36	Owen St. Station	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

SOUTH STILLWATER TO WILLIAMS ST.

North Bound-Read Down

Miles From So. Stillwater	SO. STILLWATER LINE	FIRST CLASS PASSENGER														
	TRAIN NO.	12	13	12	13	12	13	12	13	12	13	12	13			
	STATIONS	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.			
000	South Stillwater	5.55	6.25	6.55	7.25	7.55	8.25	8.55	9.25	9.55	10.25	10.55	11.23	.....	.....	.....
3.01	Churchill & 3rd Sts. Siding	13 6.09	12 6.39	13 7.09	12 7.39	13 8.09	12 8.39	13 9.09	12 9.39	13 10.09	12 10.39	13 11.09	11.37	.....	.....	.....
3.06	Churchill & 3rd Sts....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
3.79	Stillwater U. D.	6.14	6.44	7.14	7.44	8.14	8.44	9.14	9.44	10.14	10.44	.....	.....	.....	.....	.....
4.80	Laurel & 5th Sts.	6.19	6.49	7.19	7.49	8.19	8.49	9.19	9.49	10.19	10.49	11.15	11.42	.....	.....	.....
5.39	Wilkin & Williams Sts	6.22	6.52	7.22	7.52	8.22	8.52	9.22	9.52	10.22	10.52	.....	.....	.....	.....	.....
6.36	Owen St. Station	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	11.17	11.44	.....	.....	.....

STILLWATER LOCALS RUN GUIDE

RUN	TRAIN NO.	PULL OUT	DIRECTION	RELIEF	PULL IN	TRAIN NO.	RELIEF	DIRECTION	RELIEF	TRAIN NO.	PULL OUT	DIRECTION	RELIEF	DIRECTION	PULL IN	Pl'tf'rm Time	Allowed Time	TOTAL TIME
1	14	5.40	SOUTH	10.57	.....	12	12.27	SOUTH	5.27	.....	.....	.....	.....	.....	.....	.....	.....	10.17
2	12	6.22	SOUTH	12.27	.....	13	2.57	SOUTH	6.57	.....	.....	.....	.....	.....	.....	.....	.....	10.05
3	13	6.45	SOUTH	10.57	.....	.....	.....	.....	.....	12	.....	.....	5.27	SOUTH	11.17	.....	.....	10.02
4	.....	.....	.....	.....	.....	14	10.57	EAST	4.57	13	.....	.....	6.57	SOUTH	11.44	.....	.....	10.47
5	.....	.....	.....	.....	.....	13	10.57	SOUTH	2.57	14	.....	.....	4.57	EAST	11.27	.....	.....	10.30
																		51.41

South Stillwater Card No. 3896 - Total Time 34:54

Owen Street Card No. 3897 - Total Time 16:47

OWEN ST. STATION TO STILLWATER U. D.

East Bound-Read Down

Miles From Owen St. Station	TRAIN NO.	FIRST CLASS PASSENGER													
	STATIONS	14	14	14	14	14	14	14	14	14	14	14	14		
		A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M		
000	Owen St. Station	7.00	7.30	8.00	8.30	9.00	9.30	10.00	10.30	11.00	11.30	12.00	12.30		
1.50	Churchill & 3rd Sts.	13 7.08	12 7.38	3.08	12 8.38	13 9.08	12 9.38	13 10.08	12 10.38	13 11.08	12 11.38	13 12.08	12 12.38		
2.23	Stillwater U. D.	7.13	7.43	8.13	8.43	9.13	9.43	10.13	10.43	11.13	11.43	12.13	12.43		

East Bound-Read Down

Miles From Owen st. Station	TRAIN NO.	FIRST CLASS PASSENGER													
	STATIONS	14	14	14	14	14	14	14	14	14	14	14	14		
		P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.		
000	Owen St. Station	1.00	1.30	2.00	2.30	3.00	3.30	4.00	4.30	5.00	5.30	6.00	6.30		
1.50	Churchill & 3rd Sts.	13 1.08	12 1.38	13 2.08	12 2.38	13 3.08	12 3.38	13 4.08	12 4.38	13 5.08	12 5.38	13 6.08	12 6.38		
2.23	Stillwater U. D.	1.13	1.43	2.13	2.43	3.13	3.43	4.13	4.43	5.13	5.43	6.13	6.43		

East Bound-Read Down

Miles From Owen st. Station	TRAIN NO.	FIRST CLASS PASSENGER													
	STATIONS	14	14	14	14	14	14	14	14	14					
		P.M.	P.M.	P.M.	P.M.	P.M.	P. M.	P.M.	P.M.	P. M.					
000	Owen St. Station	7.00	7.30	8.00	8.30	9.00	9.30	10.00	10.30	11.00					
1.50	Churchill & 3rd Sts.	13 7.08	12 7.38	13 8.08	12 8.38	13 9.08	12 9.38	13 10.08	12 10.38	13 11.08					
2.23	Stillwater U. D.	7.13	7.43	8.13	8.43	9.13	9.43	10.13	10.43	11.13					

STILLWATER U. D. TO OWEN ST. STATION.

West Bound-Read Down

Miles From Stillwater U. D.	TRAIN NO.	FIRST CLASS PASSENGER														
	STATIONS	4	14	14	14	14	14	14	14	14	14	14	14			
		A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.			
000	Stillwater U. D.	6.11	6.40	7.13	7.43	8.13	8.43	9.13	9.43	10.13	10.43	11.13	11.43	.....	.....	.....
.73	Churchill & 3rd Sts....	6.17	6.45	7.19	7.49	8.19	8.49	9.19	9.49	10.19	10.49	11.19	11.49	.....	.....	.....
.223	Owen St. Station	6.24	6.53	7.27	7.57	8.27	8.57	9.27	9.57	10.27	10.57	11.27	11.57	.....	.....	.....

West Bound-Read Down

Miles From Stillwater U. D.	TRAIN NO.	FIRST CLASS PASSENGER														
	STATIONS	14	14	14	14	14	14	14	14	14	14	14	14			
		P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.			
000	Stillwater U. D.	12.13	12.43	1.13	1.43	2.13	2 43	3.13	3.43	4.13	4.43	5.13	5.43	.....	.....	.....
.73	Churchill & 3rd Sts....	12.19	12.49	1.19	1.49	2.19	2.49	3.19	3.49	4.19	4.49	5.19	5.49	.....	.....	.....
2.23	Owen St. Station	12.27	12.57	1.27	1.57	2.27	2.57	3.27	3.57	4.27	4.57	5.27	5.57	.....	.....	.....

West Bound-Read Down

Miles From Stillwater U. D.	TRAIN NO.	FIRST CLASS PASSENGER														
	STATIONS	14	14	14	14	14	14	14	14	14	14	14	1			
		P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	A.M.			
000	Stillwater U. D.	6.13	6.43	7.13	7.43	8.13	8.43	9.13	9.43	10.13	10.43	11.13	12.32	.....	.....	.....
.73	Churchill & 3rd Sts....	6.19	6.49	7.19	7.49	8.19	8.49	9.19	9.49	10.19	10.49	11.19	12.38	.....	.....	.....
2.23	Owen St. Station	6.27	6.57	7.27	7.57	8.27	8.57	9.27	9.57	10.27	10.57	11.27	12.45	.....	.....	.....

Special Instructions.

1. Read the Rules and Special Instructions and study the Time Table over carefully, as important changes have been made.

2. Each section of a train is shown in duplicate time under same train number. The position of sections can be determined by position of the time shown on time table. Each section in a train has equal right according to the rules.

3. The abbreviation of lines are shown in line column as S for St. Paul & Stillwater. "W. B." for White Bear. "M" for Mahtomedi. "W. W." for Wildwood and "H. P." for Hazel Park trains.

4. Hazel Park trains on arriving at Maryland siding east bound with section following must whistle signal for westbound trains when they are there, and exchange order with them when necessary, before backing on wye. However, first section of main line train eastbound will be responsible for the protection of their train and exchange all orders with westbound trains, the same as at all other meeting sidings.

5. Both the motorman and conductors must use great care in backing their trains at Wildwood when leaving for and arriving from White Bear. Conductors must be on rear platform and facing the rear of train ready to give stop signal when necessary.

Motormen must not operate their trains faster than four miles per hour at this point. White Bear and Mahtomedi trains must make safety stop before pulling out on main line at Wildwood and not pull out on main line until motorman has ascertained that no trains are coming in either direction. Motormen on westbound Mahtomedi trains at Wildwood which are due to pull in ahead of westbound Stillwater trains must know that Stillwater train is under absolute control before pulling out on main line ahead of them.

6. St. Paul & Stillwater trains westbound at Wildwood must be under full control approaching Mahtomedi switch, as Mahtomedi trains are due to pull in ahead of Stillwater trains at this point. On east-bound trips all trains must be under full control on approaching Wildwood yard limits.

7. Motormen must have their train under full control, in both directions, approaching the public road crossing at Division St., east of Silver Lake.

8. Train No. 4 due to leave Stillwater Union Depot at 6:11 a. m., and train No. 1 due to leave Stillwater Union Depot at 12:32 a.m., will run via Owen Street line. See Owen St. time table.

9. Owen St. time in full black face type at Churchill and Third Street eastbound indicates meet with South Stillwater train southbound.

10. At night motorman must have his train under control approaching all passenger stops prepared to stop until it is determined whether there are passengers who may want to board trains. If motorman runs past regular stopping place he must not back his train. In all such cases conductors must see to it that passengers board or alight with safety. Motormen must make every effort to make stops at proper place.

Special Instructions (Continued)

11. Trainmen must never back their train at any point on the Division, unless they have instructions to do so from the proper authority.

12. Unless otherwise instructed South Stillwater trains will report for orders at Laurel and 5th St., southbound before proceeding.

13. Motormen must have their trains under full control in passing other trains on side tracks in suburban districts. The gong must be rung continuously until trains are passed, except at Maryland Siding and Wye, and at Wildwood platform where the rule in General Rule book governing passing standing cars will be in force and trains brought to a full stop before passing.

14. First section of train No. 6 due at Duluth Ave., 7:31 A. M. will take down signals for following section. Second section No. 6 will not leave Kerwin St. until 7:26 A. M.. Watch very closely for passengers who may want to board your train between Kerwin St. and Duluth Ave.

General Rules.

13. Schedule meeting or passing points are indicated in full black faced type. The numbers of trains to be met is shown by a small black figure above the time of meeting.

14. Both the arriving and leaving times of a train are in full black faced type when both are meeting or passing times, when one or more trains are to meet or pass it between those times.

42. Trains of the same class, in either direction, have no superior rights over trains in opposite direction, but will meet as per Time Table unless otherwise ordered by the Dispatcher.

56. Following sections of trains must keep at least 2000 feet apart, except when closing up at stations and meeting sidings.

63. When a train stops or is delayed, under circumstances in which it may be overtaken by another train, the CONDUCTOR OR FLAGMAN MUST GO BACK IMMEDIATELY WITH STOP SIGNALS A SUFFICIENT DISTANCE TO INSURE FULL PROTECTION. When recalled he may return to his train. The front of a train must be protected in the same way, when necessary by the Motorman.

67. In all cases of doubt or uncertainty the safe course must be taken and no risks run.

71. Do not cut out your telephone after once reporting yourself to the dispatcher until you receive, and fully understand, his instructions. Should the telephone be working so badly that you cannot make each other understand on it, or should it fail altogether, regular trains will lose no time but proceed to their regular meeting points.

TWIN CITY LINES

SAFETY FIRST

TWIN CITY LINES

The Minneapolis & St. Paul Suburban Railroad Company

Stillwater Division

SUNDAY TIME TABLE NO. 4120

Series - No. 6

Effective at 6:22 a.m., Sunday, Oct. 1st, 1916

FOR THE GOVERNMENT AND INFORMATION OF EMPLOYES ONLY

This Time Table supersedes all preceding Time Tables and all special instructions relating thereto, and is not transferable.

J. J. Caufield, Gen. Superintendent.

J. D. Hagerty, Supervisor.

Foster Hannaford, Superintendent.

INDEX AND INFORMATION

30 PAGES, TITLE PAGE AND BACK COVER.

Important Special Instruction on inside back cover and back General Rules on back cover. Read them carefully.

Run Guide . . . . . Page 1
East Bound Trains . . . . . Pages 2 to 12 Inc.
West Bound Trains . . . . . Pages 13 to 24 Inc.

SOUTH STILLWATER TRAINS

South Bound . . . . . Page 25 and 26
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OWEN ST. TRAINS

East Bound . . . . . Page 29
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SUNDAY ST. PAUL-STILLWATER-WILDWOOD-WHITE BEAR-MAHTOMEDI RUN GUIDE

RUN	TRAIN NO.	PULL OUT	RELIEF	DIRECTION	LINE	PULL IN	RELIEF	TRAIN NO.	RELIEF	PUL OUT	DIRECTION	LINE	RELIEF	PULL IN	TRAIN NO.	RELIEF	DIRECTION	LINE	RELIEF	PULL IN	PLATFORM TIME	ALLOWED TIME	TOTAL TIME
1	1	6.23		E	S		10.34	3	12.18		E	S	5.18										9.11
2	2	6.50		E	S		11.04	4	12.48		E	S	5.48										9.14
3	3	6.22		E	S		12.18	5	1.18		E	S	6.18										10.56
4	4	7.07		W	S		12.48	2	2.18		E	S	6.34										9.57
5	5	7.22		E	S		1.18	1	3.34		W	S	6.48										9.10
6	8	6.45		E	W.B.		11.48	5	1.18		E	M	6.34										10.19
7	3	9.04		W	H.P.		11.46	5	1.16		E	H.P.	6.34										8.00
8	3	7.18		E	W.B.		12 04								5	3.48	E	W.B.		9.18			10.16
9	5	8.18		E	W.B.		1.04								4	5.04	W	W.B.		10.48			10.30
10	3	7.18		E	M		1.18								2	4.48	E	W.B.		9.48			11.00
11	5	8.18		E	M		11.34								1	4.18	E	M		11.12			10.10
12								1	10.34		W	S	3.34		4	5.48	E	S		11.04			10.16
13								2	11.48		E	W.B.	5.04		5	6.18	E	S		11.17			10.15
14								3	11.34		W	M	4.18		2	6.34	W	S		12.01			10.11
15								2	11.04		W	S	2.18		3	5.18	E	S		12.57			10.53
16								1	1.04		W	W.B.	4.48		1	6.48	E	S		1.23			10.19
17								4	12.04		W	W.B.	3.48		2	6.34	W	M		1.23			10.33
	2	8.34		W	H.P.		1.16								4	5.04	W	H.P.		10.04			9.42
								2	11.46		E	H.P.	5.04		2	6.34	W	H.P.		12.31			10.57

ST. PAUL AND STILLWATER SCHEDULE NO. 4120 TOTAL SCHEDULE TIME 115.17
WHITE BEAR AND MAHTOMEDI SCEDULE NO. 4121 TOTAL SCHEDULE TIME 76.32

191.49

ST. PAUL TO STILLWATER-WILDWOOD-WHITE BEAR AND MAHTOMEDI

East Bound-READ DOWN

Miles From St. Paul	LINE	FIRST CLASS PASSENGER														
	TRAIN NO.	H.P. 3	S 1	W.B. 8	S 2	S 3	M 3	W.B. 3	H.P. 5	S 4	S 5	M 5	W.B. 5			
	STATIONS	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM			
.000	Seven Cor. Terminal	.....	.....	.....	.....	6.57	.....	.....	.....	7.27	7.57	.....	.....	.....	.....	.....
.39	Wabasha	.....	.....	.....	.....	7.00	.....	.....	.....	7.30	8.00	.....	.....	.....	.....	.....
.93	Broadway	.....	.....	.....	.....	7.07	.....	.....	.....	7.37	8.07	.....	.....	.....	.....	.....
3.03	Duluth Ave.	6.22	6.23	6.45	6.50	7.18	7.18	7.18	7 22	7.48	8.18	8.18	8.18	.....	.....	.....
4.64	Kerwin St.	6.26	6.27	6.49	6.54	7.24	7.24	7.24	7.26	7.54	8.24	8 24	8.24	.....	.....	.....
5.45	Maryland	6.29	3 6.30	6.51	6.57	7.27	7.27	7.27	7 29	1 7.57	2 8.27	2 8.27	2 8.27	.....	.....	.....
6.79	Colby	.....	6.33	6.54	7.00	7.30	7.30	7.30	.....	8.00	8.30	8.30	8 30	.....	.....	.....
8.72	Soo Line Crossing	.....	6.40	7.01	7.07	7.37	7.37	7.37	.....	8.07	8.37	8.37	8.37	.....	.....	.....
10.92	Long Lake	.....	6.45	7.06	7.12	1 7.42	1 7.42	1 7.42	.....	2 8.12	3 8.42	3 8.42	3 8.42	.....	.....	.....
12.08	Wildwood Ar.	.....	6.47	7 08	7.15	7.45	7.45	7.45	.....	8.15	8.45	8.45	8.45	.....	.....	.....
.....	Train Number	.....	.....	8	.....	.....	9	10	.....	.....	.....	9	8	.....	.....	.....
.....	Wildwood Lv.	.....	6.47	7.09	7.15	7.46	7.46	7.47	.....	8.16	8.46	8.46	8.47	.....	.....	.....
15.65	Lake Shore	.....	.....	7.18	.....	.....	.....	7.57	.....	.....	.....	.....	8.57	.....	.....	.....
16.57	White Bear	.....	.....	7.22	.....	.....	.....	8 02	.....	.....	.....	.....	9.02	.....	.....	.....
13.87	Mahtomedi	.....	.....	.....	.....	.....	7.53	.....	.....	.....	.....	8.53	.....	.....	.....	.....
14.04	Grant	.....	6.51	.....	7.20	7.50	.....	.....	.....	8,20	8.50	.....	.....	.....	.....	.....
18.13	Parents	.....	6.58	.....	1 7.27	2 7.57	.....	.....	.....	3 8.27	4 8.57	.....	.....	.....	.....	.....
19.15	Owen St. Station	.....	7.01	.....	7.30	8.00	.....	.....	.....	8.30	9.00	.....	.....	.....	.....	.....
20.48	Main St.	.....	7.06	.....	7 35	8.05	.....	.....	.....	8.35	9.05	.....	.....	.....	.....	.....
20.54	Stillwater U. D.	.....	7.07	.....	7.36	8.06	.....	.....	.....	8.36	9.06	.....	.....	.....	.....	.....

ST. PAUL TO STILLWATER-WILDWOOD-WHITE BEAR AND MAHTOMEDI

East Bound-READ DOWN

Miles From St. Paul	LINE	FIRST CLASS PASSENGER														
		S	W. B.	H.P.	S	M	H.P.	S	W. B.	H. P.	S	M				
	TRAIN NO.	1	1	2	2	2	3	3	3	4	4	4				
	STATIONS	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM				
000	Seven Cor. Terminal	8.27	8.27	8.55	8.57	8.57	9.25	9.27	9.27	9.55	9.57	9.57				
.39	Wabasha	8.30	8.30	8.58	9.00	9.00	9.28	9.30	9.30	9.58	10.00	10.00				
.93	Broadway	8.37	8.37	9.05	9.07	9.07	9.35	9.37	9.37	10.05	10.07	10.07				
3.03	Duluth Ave.	8.48	8.48	9.16	9.18	9.18	9.46	9.48	9.48	10.16	10.18	10.18				
4.64	Kerwin St.	8.54	8.54	9.23	9.24	9.24	9.53	9.54	9.54	10.23	10.24	10.24				
4.45	Maryland	3 8.57	3 8.57	4 9.27	4 9.27	4 9.27	5 9.57	5 9.57	5 9.57	1 10.27	1 10.27	1 10.27				
6.79	Colby	9.00	9.00	.....	9.30	9.30	.....	10.00	10.00	.....	10.30	10.30				
8.72	Soo Line Crossing	9.07	9.07	.....	9.37	9.37	.....	10.07	15.07	.....	10.37	10.37				
10.92	Long Lake	4 9.12	4 9.12	.....	5 9.42	5 9.42	.....	1 10.12	1 10.12	.....	2 10.42	2 10.42				
12.08	Wildwood Ar.	9.15	6.15	.....	9.45	9.45	.....	10.15	10.15	.....	10.45	10.45				
.....	Train Number		10	.....	.....	9	.....	.....	8	.....	.....	9				
.....	Wildwood Lv.	9.16	9.17	.....	9.46	9.46	.....	10.16	10.17	.....	10.46	10.46				
15.65	Lake Shore	.....	8 9.27	.....	.....	.....	.....	.....	10 10.27	.....	.....	.....				
16.57	White Bear	.....	9.32	.....	.....	.....	.....	.....	10.32	.....	.....	.....				
13.87	Mahtomedi	.....	.....	.....	.....	9.53	.....	.....	.....	.....	.....	10.53				
14.04	Grant	9.20	.....	.....	9.50	.....	.....	10.20	.....	.....	10.50	.....				
18.13	Parents	5 9.27	.....	.....	1 9.57	.....	.....	2 10.27	.....	.....	3 10.57	.....				
19.15	Owen St. Station	9.30	.....	.....	10.00	.....	.....	10.30	.....	.....	11.00	.....				
20.48	Main St.	9.35	.....	.....	10.05	.....	.....	10.35	.....	.....	11.05	.....				
20.54	Stillwater U. D.	9.36	.....	.....	10.06	.....	.....	10.36	.....	.....	11.06	.....				

ST. PAUL TO STILLWATER-WILDWOOD-WHITE BEAR AND MAHTOMEDI

East Bound-READ DOWN

Miles From St. Paul	LINE	FIRST CLASS PASSENGER														
		H. P.	S	W.B.	H. P.	S	M	H.P.	S	W.B.						
	TRAIN NO.	5	5	5	1	1	1	2	2	2						
	STATIONS	AM	AM	AM	AM	AM	AM	AM	AM	AM						
000	Seven Cor. Terminal	10.25	10.27	10.27	10.55	10.57	10.57	11.25	11.27	11.27						
.39	Wabasha	10.28	10.30	10.30	10.58	11.00	11.00	11.28	11.30	11.30						
.93	Broadway	10.35	10.37	10.37	11.05	11.07	11.07	11.35	11.37	11.37						
3.03	Duluth Ave.	10.46	10.48	10.48	11.16	11.18	11.18	11.46	11.48	11.48						
4.64	Kerwin St.	10.53	10.54	10.54	11.23	11.24	11.24	11.53	11.54	11.54						
5.45	Maryland	2 **10.57**	2 **10.57**	2 **20.57**	3 **11.27**	3 **11.27**	3 **11.27**	4 **11.57**	4 **11.57**	4 **11.57**						
6.79	Colby		11.00	11.00		11.30	11.30		12.00	12.00						
8.72	Soo Line Crossing		11.07	11.07		11.37	11.37		12.07	12.07						
10.92	Long Lake		3 **11.12**	3 **11.12**		4 **11.42**	4 **11.42**		5 **12.12**	5 **12.12**						
12.08	Wildwood Ar.		11.15	11.15		11.45	11.45		12.15	12.15						
	Train Number			10			9			8						
	Wildwood Lv.		11.16	11.17		11.46	11.46		12.16	12.17						
15.65	Lake Shore			8 **11.27**						10 **12.27**						
16.57	White Bear			11.32						12.32						
13.87	Mahtomedi						11 53									
14.04	Grant		11.20			11.50			12.20							
18.13	Parents		4 **11.27**			5 **11.57**			1 **12.27**							
19.15	Owen St. Station		11.30			12.00			12.30							
20.48	Main St.		11.35			12.05			12.35							
20.54	Stillwater U. D.		11.36			12.06			12.36							

ST. PAUL TO STILLWATER-WILDWOOD-WHITE BEAR AND MAHTOMEDI

East Bound-READ DOWN

Miles From St. Paul	LINE	FIRST CLASS PASSENGER								
	TRAIN NO.	H.P. 3	S 3	M 3	H.P. 4	S 4	W. B. 4	H.P. 5	S 5	M 5
	STATIONS	AM	AM	AM	PM	PM	PM	PM	PM	PM
000	Seven Cor. Terminal	11.55	11.57	11.57	12.25	12.27	12.27	12.55	12.57	12.57
.39	Wabasha	11.58	12.00	12.00	12.28	12.30	12.30	12.58	1.00	1.00
.93	Broadway	12.05	12.07	12.07	12.35	12.37	12.37	1.05	1.07	1.07
3.03	Duluth Ave.	12.16	12.18	22.18	12.46	12.48	12.48	1.16	1.18	1.18
4.64	Kerwin St.	12.23	12.24	12.24	12.53	12.54	12.54	1.23	1.24	1.24
5.45	Maryland	5 12.27	5 12.27	5 12.27	1 12.57	1 12.57	1 12.57	2 1.27	2 1.27	2 1.27
6.79	Colby	.....	12.30	12.30	.....	1.00	1.00	.....	1.30	1.30
8.72	Soo Line Crossing	.....	12.37	12.37	.....	1.07	1.07	.....	1.37	1.37
10.92	Long Lake	.....	1 12.42	1 12.42	.....	2 1.12	2 1.12	.....	3 1.42	3 1.42
12.08	Wildwood Ar.	.....	12.45	12.45	.....	1.15	1.15	.....	1.45	1.45
.....	Train Number	.....	.....	9	.....	.....	10	.....	.....	9
.....	Wildwood Lv.	.....	12.46	12.46	.....	1.16	1.17	.....	1.46	1.46
15.65	Lake Shore	.....	.....	.....	.....	.....	8 1.27	.....	.....	.....
16.57	White Bear	.....	.....	.....	.....	.....	1.32	.....	.....	.....
18.87	Mahtomedi	.....	.....	12.53	.....	.....	.....	.....	.....	1.53
14.04	Grant	.....	12.50	.....	.....	1.20	.....	.....	1.50	.....
18.13	Parents	.....	2 12.57	.....	.....	3 1.27	.....	.....	4 1.57	.....
19.15	Owen St. Station	.....	1.00	.....	.....	1.30	.....	.....	2.00	.....
20.48	Main St.	.....	1.05	.....	.....	1.35	.....	.....	2.05	.....
20.54	Stillwater U. D.	.....	1.06	.....	.....	1.36	.....	.....	2.06	.....

ST. PAUL TO STILLWATER-WILDWOOD-WHITE BEAR AND MAHTOMEDI

East Bound-READ DOWN

Miles From St. Paul	LINE	FIRST CLASS PASSENGER														
		H.P.	S	W.B.	H.P.	S	M	H.P.	S	W.B.						
	TRAIN NO.	1	1	1	2	2	2	3	3	3						
	STATIONS	PM	PM	PM	PM	PM	PM	PM	PM	PM						
000	Seven Cor. Terminal	1.25	1.27	1.27	1 55	1.57	1.57	2.25	2.27	2.27						
.39	Wabasha	1.28	1.30	1.30	1.58	2.00	2.00	2.28	2.30	2.30						
.93	Broadway	1.35	1.37	1.37	2.05	2.07	2.07	2.35	2.37	2.37						
3.03	Duluth Ave.	1.46	1.48	1.48	2.16	2.18	2.18	2.46	2.48	2.48						
4.64	Kerwin St.	1.53	1.54	1.54	2.23	2.24	2.24	2.53	2.54	2.54						
5.45	Maryland	3 1.57	3 1.57	3 1.57	4 2.27	4 2.27	4 2.27	5 2.57	5 2.57	5 2.57						
6.79	Soo Line Crossing		2.00	2.00		2.30	2.30		3.00	3.00						
8.72	Colby		2.07	2.07		2.37	2.37		3.07	3.07						
10.92	Long Lake		4 2.12	4 2.12		5 2.42	5 2.42		1 3.12	1 3.12						
13.08	Wildwood Ar.		2.15	2.15		2.45	2.45		3 15	3.15						
	Train Number			8			9			10						
	Wildwood Lv.		2.16	2.17		2.46	2.46		3.16	3.17						
15.66	Lake Shore			10 2.27						8 3.27						
15.67	White Bear			2.32						3.32						
13.87	Mahtomedi						2.53									
14.04	Grant		2.20			2.50			3.20							
18.18	Parents		5 2.27			1 2.57			2 3.27							
19.16	Owen St. Station		2.30			3.00			3.30							
20.48	Main St.		2.35			3.05			3.35							
20.64	Stillwater U. D.		2 36			3.06			3.36							

ST. PAUL TO STILLWATER-WILDWOOD-WHITE BEAR AND MAHTOMEDI

East Bound-READ DOWN

Miles From St. Paul	LINE	FIRST CLASS PASSENGER														
		H.P.	S	M	H.P.	S	W.B.	H.P.	S	M						
	TRAIN NO.	4	4	4	5	5	5	1	1	1						
	STATIONS	PM	PM	PM	PM	PM	PM	PM	PM	PM						
000	Seven Cor. Terminal	2.55	2.57	2.57	3.25	3.27	3.27	3.55	3.57	3.57						
.39	Wabasha	2.58	3.00	3.00	3.28	3.30	3.30	3.58	4.00	4.00						
.93	Broadway	3.05	3.07	3.07	3.35	3.37	3.37	4.05	4.07	4.07						
3.03	Duluth Ave.	3.16	3.18	3.18	3.46	3.48	3.48	4.16	4.18	4.18						
4.64	Kerwin St.	3.23	3.24	3.24	3.53	3.54	3.54	4.23	4.24	4.24						
5.45	Maryland	1 3.27	1 3.27	1 3.27	2 3.57	2 3.57	2 3.57	3 4.27	3 4.27	3 4.27						
6.79	Colby	.....	3.30	3.30	.....	4.00	4.00	.....	4.30	4.30						
8.72	Soo Line Crossing	.....	3.37	3.37	.....	4.07	4.07	.....	4.37	4.37						
10.92	Long Lake	.....	2 3.42	2 3.42	.....	3 4.12	3 4.12	.....	4 4.42	4 4.42						
12.08	Wildwood Ar.	.....	3.45	3.45	.....	4.15	4.15	.....	4.45	4.45						
.....	Train Number	.....	.....	9	.....	.....	8	.....	.....	9						
.....	Wildwood Lv.	.....	3.46	3.46	.....	4.16	4.17	.....	4.46	4.46						
15.65	Lake Shore	.....	.....	.....	.....	.....	10 4.27	.....	.....	.....						
16.57	White Bear	.....	.....	.....	.....	.....	4.32	.....	.....	.....						
13.87	Mahtomedi	.....	.....	3.53	.....	.....	.....	.....	.....	4.53						
14.04	Grant	.....	3.50	.....	.....	4.20	.....	.....	4.50	.....						
18.13	Parents	.....	3 3.57	.....	.....	4 4.27	.....	.....	5 4.57	.....						
19.15	Owen St. Station	.....	4.00	.....	.....	4.30	.....	.....	5.00	.....						
20.48	Main St.	.....	4.05	.....	.....	4.35	.....	.....	5.05	.....						
20.54	Stillwater U. D.	.....	4.06	.....	.....	4.36	.....	.....	5.06	.....						

ST. PAUL TO STILLWATER-WILDWOOD-WHITE BEAR AND MAHTOMEDI

East Bound-READ DOWN

Miles From St. Paul	LINE	FIRST CLASS PASSENGER															
		H.P.	S	W.B.	H.P.	S	M	H.P.	S	W.B.							
	TRAIN NO.	2	2	2	3	3	3	4	4	4							
	STATIONS	PM	PM	PM	PM	PM	PM	PM	PM	PM							
000	Seven Cor. Terminal	4.25	4.27	4.27	4.55	4.57	4.57	5 25	5.27	5.27							
.39	Wabasha	4.28	4 30	4.30	4.58	5.00	5.00	5.28	5.30	5.30							
.93	Broadway	4.35	4.37	4.37	5.05	5.07	5.07	5 35	5 37	5 37							
3.03	Duluth Ave.	4.46	4.48	4.48	5 16	5.18	5.18	5.46	5.48	5.48							
4.64	Kerwin St.	4.53	4.54	4.54	5.23	5.24	5.24	5.53	5 54	5.54							
5.45	Maryland	4 4.57	4 4.57	4 4.57	5 5.27	5 5.27	5 5.27	1 5.57	1 5.57	1 5.57							
6.79	Colby		5.00	5 00		5.30	5.30		6.00	6.00							
8.72	Soo Line Crossing		5.07	5 07		5 37	5 37		6.07	6.07							
10 92	Long Lake		5 5.12	5 5.12		1 5.42	1 5.42		2 6.12	2 6.12							
12.08	Wildwood Ar.		5.15	5.15		5.45	5.45		6 15	6.15							
	Train Number			10			9			8							
	Wildwood Lv.		5.16	5.17		5.46	5 46		6.16	6.17							
15.65	Lake Shore			8 5.27						10 6.27							
16.57	White Bear			5.32						6 32							
13.87	Mahtomedi						5 53										
14.04	Grant		5.20			5.50			6.20								
18.13	Parents		1 5.27			2 5.57			3 6.27								
19.15	Owen St. Station		5.30			6.00			6.30								
20.48	Main St.		5.35			6 05			6.35								
20.54	Stillwater U. D.		5.36			6 06			6.36								

ST. PAUL TO STILLWATER-WILDWOOD-WHITE BEAR AND MAHTOMEDI

East Bound-READ DOWN

Miles From St. Paul	LINE	FIRST CLASS PASSENGER								
	TRAIN NO.	H.P. 5	S 5	M 5	H P. 1	S 1	W.B. 1	H.P. 2	S 2	M 2
	STATIONS	PM	PM	PM	PM	PM	PM	PM	PM	PM
000	Seven Cor. Terminal	5.55	5.57	5.57	6 25	6.27	6.27	6.55	6.57	6.57
.39	Wabasha	5.58	6.00	6.00	6.28	6.30	6.30	6 58	7.00	7.00
.93	Broadway	6.05	6.07	6.07	6.35	6.37	6.37	7.05	7.07	7.07
3.03	Duluth Ave.	6.16	6.18	6.18	6.46	6.48	6.48	7.16	7.18	7.18
4.64	Kerwin St.	6.23	6.24	6.24	6.53	6.54	6.54	7.23	7.24	7.24
4.45	Maryland	2 6.27	2 6.27	2 6.27	3 6.57	3 6.57	3 6.57	4 7.27	4 7.27	4 7.27
6.79	Colby	.....	6.30	6.30	.....	7.00	7.00	.....	7.30	7.30
8.72	Soo Line Crossing	.....	6.37	6.37	.....	7.07	7.07	.....	7.37	7.37
TO.92	Long Lake	.....	3 6.42	3 6.42	.....	4 7.12	4 7.12	.....	5 7.42	5 7.42
12.08	Wildwood Ar.	.....	6.45	6.45	.....	7 15	7.15	.....	7.45	7.45
.....	Train Number	.....	.....	9	.....	.....	10	.....	.....	9
.....	Wildwood Lv.	.....	6.46	6.46	.....	7.16	7.17	.....	7.46	7.46
15.65	Lake Shore	.....	.....	.....	.....	.....	8 7.27	.....	.....	.....
16.57	White Bear	.....	.....	.....	.....	.....	7.32	.....	.....	.....
13.87	Mahtomedi	.....	.....	6.53	.....	.....	.....	.....	.....	7.53
14.04	Grant	.....	6.50	.....	.....	7.20	.....	.....	7.50	.....
18.13	Parents	.....	4 6.57	.....	.....	5 7.27	.....	.....	1 7.57	.....
19.15	Owen St. Station	.....	7.00	.....	.....	7.30	.....	.....	8.00	.....
20.48	Main St.	.....	7.05	.....	.....	7.35	.....	.....	8.05	.....
20 54	Stillwater U. D.	.....	7.06	.....	.....	2.36	.....	.....	8.06	.....

ST. PAUL TO STILLWATER-WILDWOOD-WHITE BEAR AND MAHTOMEDI

East Bound-READ DOWN

Miles From St. Paul	LINE	FIRST CLASS PASSENGER								
	TRAIN NO.	H.P. 3	S 3	W.W. 3	H.P. 4	S 4	W.W. 4	H.P. 5	S 5	W.W. 5
	STATIONS	PM	PM	PM	PM	PM	PM	PM	PM	PM
000	Seven Cor. Terminal	7.25	7.27	7.27	7.55	7.57	7.57	8.25	8.27	8.27
.39	Wabasha	7.28	7.30	7.30	7.58	8.00	8.00	8.28	8.30	8.30
.93	Broadway	7.35	7.37	7.37	8.05	8.07	8.07	8.35	8.37	8.37
3.03	Duluth Ave.	7.46	7.48	7.48	8.16	8.18	8.18	8.46	8.48	8.48
4.64	Kerwin St.	7.53	7.54	7.54	8.23	8.24	8.24	8.53	8.54	8.54
5.45	Maryland	5 7.57	5 7.57	5 7.57	1 8.27	1 8.27	1 8.27	2 8.57	2 8.57	2 8.57
6.79	Colby	.....	8.00	8.00	.....	8.30	8.30	.....	9.00	9.00
8.72	Soo Line Crossing	.....	8.07	8.07	.....	8.37	8.37	.....	9.07	9.07
10.92	Long Lake	.....	1 8.12	1 8.12	.....	2 8.42	2 8.42	.....	3 9.12	3 9.12
12.08	Wildwood Ar.	.....	8.15	8.15	.....	8.45	8.45	.....	9.15	9.15
.....	Train Number	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	Wildwood Lv.	.....	8.16	.....	.....	8.46	.....	.....	9.16	.....
15.15	Lake Shore	.....	.....	.....	.....	.....	.....	.....	.....	.....
16.57	White Bear	.....	.....	.....	.....	.....	.....	.....	.....	.....
13.87	Mahtomedi	.....	.....	.....	.....	.....	.....	.....	.....	.....
14.04	Grant	.....	8.20	.....	.....	8.50	.....	.....	9.20	.....
18.13	Parents	.....	2 8.27	.....	.....	3 8.57	.....	.....	4 9.27	.....
19.15	Owen St. Station	.....	8.30	.....	.....	9.00	.....	.....	9.30	.....
20.48	Main St.	.....	8.35	.....	.....	9.05	.....	.....	9.35	.....
20.54	Stillwater U. D.	.....	8.36	.....	.....	9.06	.....	.....	9.36	.....

ST. PAUL TO STILLWATER-WILDWOOD-WHITE BEAR AND MAHTOMEDI

East Bound-READ DOWN

Miles From St. Paul	LINE	FIRST CLASS PASSENGER														
		H.P.	S	W.B. M	W.B.	H.P.	W.B.	W.W.	W.W.	H.P.	S	W.W.	H.P.	W.W.		
	TRAIN NO.	1	1	1	1	2		2	2	3	3	3	4	4		
	STATIONS	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM		
000	Seven Cor. Terminal	8.55	8.57	8.57	8.57	9.25	.....	9.27	9.27	9.55	9.57	9.57	10.27	10.27	.....	.....
39	Wabasha	8.58	9.00	9.00	9.00	9.28	.....	9.30	9.30	9.58	10 00	10.00	10.30	10.30	.....	.....
.93	Broadway	9.05	9.07	9.07	9.07	9.35	.....	9.37	9.37	10.05	10.07	10.07	10.37	10.37	.....	.....
3.03	Duluth Ave.	9.16	9.18	9.18	9.18	9.46	.....	9.48	9.48	10.16	10.18	10.18	10.48	10.48	.....	.....
4.64	Kerwin St.	9.23	9.24	9.24	.....	9.53	.....	9.54	.....	10.23	10 24	10.24	10.54	.....	.....	.....
5.45	Maryland	3 9.27	3 9.27	3 9.27	.....	4 9.57	.....	4 9.57	.....	5 10.27	5 10.27	5 10.27	1 10.57	.....	.....	.....
6.79	Colby	.....	9.30	9.30	.....	.....	.....	10.00	.....	.....	10.30	10.30	.....	.....	.....	.....
8.72	Soo Line Crossing	.....	9.37	9.37	.....	.....	.....	10.07	.....	.....	10.37	10.37	.....	.....	.....	.....
10.92	Long Lake	.....	4 9.42	4 9.42	.....	.....	.....	5 10.12	.....	.....	1 10.42	1 10.42	.....	.....	.....	.....
12.03	Wildwood Ar.	.....	9.45	9.45	.....	.....	.....	10.15	.....	.....	10.45	10.45	.....	.....	.....	.....
.....	Train Number	.....	.....	9	.....	.....	9	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	Wildwood Lv.	.....	9.46	9.46	.....	.....	10.00	.....	.....	.....	10.46	.....	.....	.....	.....	.....
15.65	Lake Shore	.....	.....	.....	.....	.....	10.10	.....	.....	.....	.....	.....	.....	.....	.....	.....
16.57	White Bear	.....	.....	.....	.....	.....	10.15	.....	.....	.....	.....	.....	.....	.....	.....	.....
13.87	Mahtomedi	.....	.....	9.53	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
14.04	Grant	.....	9.50	.....	.....	.....	.....	.....	.....	.....	10.50	.....	.....	.....	.....	.....
18.13	Parents	.....	5 9.57	.....	.....	.....	.....	.....	.....	.....	10.57	.....	.....	.....	.....	.....
19.15	Owen St. Station	.....	10.00	.....	.....	.....	.....	.....	.....	.....	11.00	.....	.....	.....	.....	.....
20.48	Main St.	.....	10 05	.....	.....	.....	.....	.....	.....	.....	11.05	.....	.....	.....	.....	.....
20.54	Stillwater U. D.	.....	10.06	.....	.....	.....	.....	.....	.....	.....	11.06	.....	.....	.....	.....	.....

ST. PAUL TO STILLWATER-WILDWOOD-WHITE BEAR AND MAHTOMEDI

East Bound-READ DOWN

Miles From St. Paul	LINE	FIRST CLASS PASSENGER														
		H.P.	S	H.P.	S	W. B. M	H.P.	H.P.		W.B.						
	TRAIN NO.	5	5	1	1	1	5	3								
	STATIONS	PM	PM	PM	PM	PM	PM	AM		AM						
000	Seven Cor. Terminal	10.55	10.57	11.25	11.27	11.27	11.57	12.22								
.39	Wabasha	10.58	11.00	11.28	11.30	11.30	12.00	12.25								
.93	Broadway	11.05	11.06	11.35	11.36	11.36	12.06	12.31								
3.03	Duluth Ave.	11.16	11.17	11.46	11.47	11.47	12.17	12.42								
4.64	Kerwin St.	11.23		11.51	11.52	11.52	12.22	12.47								
5.45	Maryland	11.25		3 11.54	3 11.54	3 11.54	12.24	12.49								
6.79	Colby				11.57	11.57										
8.72	Soo Line Crossing				12.04	12.04										
10.92	Long Lake				12.09	12.09										
12.03	Wildwood Ar.				12.12	12.12										
	Train Number					9				9						
	Wildwood Lv.				12.13	12.13				12.27						
15.65	Lake Shore									12.37						
16.57	White Bear									12.42						
13.87	Mahtomedi					12.20										
14.04	Grant				12.17											
18.13	Parents				12.24											
19.15	Owen St. Station				12.26											
20.48	Main St.				12.31											
20.54	Stillwater U. D.				12.32											

STILLWATER-WILDWOOD-WHITE BEAR AND MAHTOMEDI TO ST. PAUL

West Bound-READ DOWN

Miles From Stillwater	LINE	FIRST CLASS PASSENGER							
		S	S	S	S	W.B.	H.P.	S	M
	TRAIN NO.	3	4	5	1	8	2	2	9
	STATIONS	AM	AM	AM	AM	AM	AM	AM	AM
000	Stillwater U. D.	.....	.....	.....	7.16	.....	.....	7.46	.....
.10	Main St.	.....	.....	.....	7.17	.....	.....	7.47	.....
1.36	Owen St. Station	.....	.....	.....	7.24	.....	.....	7.54	.....
2.23	Parents	.....	.....	.....	[2] 7.27	.....	.....	[3] 7.57	.....
6.47	Grant	.....	.....	.....	7.34	.....	.....	8.04	.....
000	White Bear	.....	.....	.....	.....	7.23	.....	.....	.....
.92	Lake Shore	.....	.....	.....	.....	7.27	.....	.....	.....
000	Mahtomedi	.....	.....	.....	.....	.....	.....	.....	8.01
4.49	Wildwood Ar.	.....	.....	.....	7.38	7.37	.....	8.08	8.08
.....	Train Number	.....	.....	.....	.....	1	.....	.....	2
8.43	Wildwood Lv.	.....	.....	.....	7.39	7.39	.....	8.09	8.09
9.59	Long Lake	.....	.....	.....	[3] 7.42	[3] 7.42	.....	[4] 8.12	[4] 8.12
11.79	Soo Line Crossing	.....	.....	.....	7.47	7.47	.....	8.17	8.17
13.72	Colby	.....	.....	.....	7.54	7.54	.....	8.24	8.24
15.06	Maryland	[1] 6.30	.....	7.30	[4] 7.57	[4] 7.57	.....	[5] 8.27	[5] 8.27
15.87	Kerwin St.	6.32	.....	7.32	7.59	7.59	.....	8.29	8.29
17.48	Duluth Ave.	6.37	7.07	7.37	8.04	8.04	8.34	8.34	8.34
19.58	Broadway	6.48	7.18	7.48	8.16	8.16	8.45	8.45	8.45
20.12	Wabasha	6.54	7.24	7.54	8.23	8.23	8.51	8.52	8.52
20.49	Seven Cor. Terminal	6.57	7.27	7.57	8.26	8.26	8.54	8.55	8.55

STILLWATER-WILDWOOD-WHITE BEAR AND MAHTOMEDI TO ST. PAUL

West Bound-READ DOWN

Miles From Stillwater	LINE	FIRST CLASS PASSENGER														
		H.P.	S	W.B.	H.P.	S	M	H.P.	S	W.B.						
	TRAIN NO.	3	3	10	4	4	9	5	5	8						
	STATIONS	AM	AM	AM	AM	AM	AM	AM	AM	AM						
000	Stillwater U. D.	.....	8.16	.....	.....	8.46	.....	.....	9.16	.....	.....	.....	.....	.....	.....	.....
.10	Main St.	.....	8.17	.....	.....	8.47	.....	.....	9.17	.....	.....	.....	.....	.....	.....	.....
1.36	Owen St. Station	.....	8.24	.....	.....	8.54	.....	.....	9.24	.....	.....	.....	.....	.....	.....	.....
2.38	Parents	.....	4 8.27	.....	.....	5 8.57	.....	.....	1 9.27	.....	.....	.....	.....	.....	.....	.....
6.47	Grant	.....	8.34	.....	.....	9.04	.....	.....	9.34	.....	.....	.....	.....	.....	.....	.....
000	White Bear	.....	.....	8.23	.....	.....	.....	.....	.....	9.23	.....	.....	.....	.....	.....	.....
.92	Lake Shore	.....	.....	8.27	.....	.....	.....	.....	.....	10 9,27	.....	.....	.....	.....	.....	.....
000	Mahtomedi	.....	.....	.....	.....	.....	9.01	.....	.....	.....	.....	.....	.....	.....	.....	.....
4.49	Wildwood Ar.	.....	8.38	8.37	.....	9.08	9.08	.....	9.38	9.37	.....	.....	.....	.....	.....	.....
.....	Train Number	.....	.....	3	.....	.....	4	.....	.....	5	.....	.....	.....	.....	.....	.....
8 43	Wildwood Lv.	.....	8.39	8.39	.....	9.09	9.09	.....	9.39	9.39	.....	.....	.....	.....	.....	.....
9.59	Long Lake	.....	5 8.42	5 8.42	.....	1 9.12	1 9.12	.....	2 9.42	2 9.42	.....	.....	.....	.....	.....	.....
11.79	Soo Line Crossing	.....	8.47	8.47	.....	9.17	9.17	.....	9.47	9.47	.....	.....	.....	.....	.....	.....
13.72	Colby	.....	8.54	8.54	....	9.24	9.24	.....	9.54	9.54	.....	.....	.....	.....	.....	.....
15.06	Maryland	.....	1 8.57	1 8.57	2 9.27	2 9.27	2 9.27	3 9.57	3 9.57	3 9.57	.....	.....	.....	.....	.....	.....
15.87	Kerwin St.	.....	8.59	8.59	9.29	9.29	9.29	9.59	9.59	9.59	.....	.....	.....	.....	.....	.....
17.48	Duluth Ave.	9.04	9.04	9.04	9.34	9.34	9.34	10 04	10 04	10.04	.....	.....	.....	.....	.....	.....
19.58	Broadway	9.15	9.15	9.15	9.45	9.45	9.45	10.15	10.15	10.15	.....	.....	.....	.....	.....	.....
20.12	Wabasha	9.21	9.22	9.22	9.51	9.52	9.52	10.21	10.22	10.22	.....	.....	.....	.....	.....	.....
20.49	Seven Cor. Terminal	9.24	9.25	9.25	9.54	9.55	9.55	10.24	10.25	10 25	.....	.....	.....	.....	.....	.....

STILLWATER-WILDWOOD-WHITE BEAR AND MAHTOMEDI TO ST. PAUL

West Bound-READ DOWN

Miles From Stillwater	LINE	FIRST CLASS PASSENGER														
		H.P.	S	M	H.P.	S	W.B.	H.P.	S	M						
	TRAIN NO.	1	1	9	2	2	10	3	3	9						
	STATIONS	AM	AM	AM	AM	AM	AM	AM	AM	AM						
000	Stillwater U. D.	.....	9.46	.....	.....	10.16	.....	.....	10.46	.....	.....	.....	.....	.....	.....	.....
.10	Main St.	.....	9.47	.....	.....	10.17	.....	....	10.47	.....	.....	.....	.....	.....	.....	.....
1.36	Owen St. Station	.....	9.54	.....	.....	10.24	.....	.....	10.54	.....	.....	.....	.....	.....	.....	.....
2.38	Parents	.....	2 9.57	.....	.....	3 10.27	.....	.....	4 10.57	.....	.....	.....	.....	.....	.....	.....
6.47	Grant	.....	10.04	.....	.....	10.34	.....	.....	11.04	.....	.....	.....	.....	.....	.....	.....
000	White Bear	.....	.....	...	.....	.....	10.23	.....	.....	.....	.....	.....	.....	.....	.....	.....
.92	Lake Shore	.....	.....	.....	.....	.....	8 10.27	.....	.....	.....	.....	.....	.....	.....	.....	.....
000	Mahtomedi	.....	.....	10.01	.....	.....	.....	.....	.....	11.01	.....	.....	.....	.....	.....	.....
4.49	Wildwood Ar.	.....	10.08	10.08	.....	10.38	10.37	.....	11.08	11.08	.....	.....	.....	.....	.....	.....
.....	Train Number	.....	.....	1	.....	.....	.....	.....	.....	3	.....	.....	.....	.....	.....	.....
3.43	Wildwood Lv.	.....	10.09	10.09	.....	10.39	10.39	.....	11.09	11.09	.....	.....	.....	.....	.....	.....
9.59	Long Lake	.....	3 10.12	3 10.12	.....	4 10.42	4 10.42	.....	5 11.12	5 11.12	.....	.....	.....	.....	.....	.....
11.79	Soo Line Crossing	.....	10.17	10.17	.....	10.47	10.47	.....	11.17	11.17	.....	.....	.....	.....	.....	.....
13.72	Colby	.....	10.24	10 24	.....	10.54	10.54	.....	11.24	11.24	.....	.....	.....	.....	.....	.....
15.06	Maryland	4 10.27	4 10.27	4 10.27	5 10.57	5 10.57	5 10.57	1 11.27	1 11.27	1 11.27	.....	.....	.....	.....	.....	.....
15.87	Kerwin St.	10.29	10.29	10.29	10.59	10.59	10.59	11.29	11.29	11.29	.....	.....	.....	.....	.....	.....
17.48	Duluth Ave.	10.34	10.34	10.34	11.04	11.04	11.04	11.34	11.34	11.34	.....	.....	.....	.....	.....	.....
19.58	Broadway	10.45	10.45	10.45	11.15	11.15	11.15	11.45	11.45	11.45	.....	.....	.....	.....	.....	.....
20.12	Wabasha	10.51	10.52	10.52	11.21	11.22	11.22	11.51	11.52	11.52	.....	.....	.....	.....	.....	.....
20.49	Seven Cor. Terminal	10.54	10.55	10.55	11.24	11.25	11.25	11.54	11.55	11.55	.....	.....	.....	.....	.....	.....

STILLWATER-WILDWOOD-WHITE BEAR AND MAHTOMEDI TO ST. PAUL

West Bound-READ DOWN

Miles From Stillwater	LINE	FIRST CLASS PASSENGER														
		H.P.	S	W.B.	H.P.	S	M	H.P.	S	W.B.						
	TRAIN NO.	4	4	8	5	5	9	1	1	10						
	STATIONS	AM	AM	AM	PM	AM	PM	PM	PM	PM						
000	Stillwater U. D.	.....	11.16	.....	.....	11.46	.....	.....	12.16	.....	.....	.....	.....	.....	.....	.....
.10	Main St.	.....	11.17	.....	.....	11.47	.....	.....	12.17	.....	.....	.....	.....	.....	.....	.....
1.36	Owen St. Station	.....	11.24	.....	.....	11.54	.....	.....	12.24	.....	.....	.....	.....	.....	.....	.....
2.38	Parents	.....	5 11.27	.....	.....	1 11.57	.....	.....	2 12.27	.....	.....	.....	.....	.....	.....	.....
6.47	Grant	.....	11.34	.....	.....	12.04	.....	.....	12.34	.....	.....	.....	.....	.....	.....	.....
000	White Bear	.....	.....	11.23	.....	.....	.....	.....	.....	12.23	.....	.....	.....	.....	.....	.....
.92	Lake Shore	.....	.....	10 11.27	.....	.....	.....	.....	.....	8 12.27	.....	.....	.....	.....	.....	.....
000	Mahtomedi	.....	.....	.....	.....	.....	12.01	.....	.....	.....	.....	.....	.....	.....	.....	.....
4.49	Wildwood Ar.	.....	11.38	11.37	.....	12.08	12.08	.....	12.38	12.37	.....	.....	.....	.....	.....	.....
.....	Train Number	.....	.....	4	.....	.....	5	.....	.....	1	.....	.....	.....	.....	.....	.....
8.43	Wildwood Lv.	.....	11.39	11.39	.....	12.09	12.09	.....	12.39	12.39	.....	.....	.....	.....	.....	.....
9.59	Long Lake	.....	1 11.42	1 11.42	.....	2 12.12	2 12.12	.....	3 12.42	3 12.42	.....	.....	.....	.....	.....	.....
11.79	Soo Line Crossing	.....	11.47	11.47	.....	12.17	12.17	.....	12.47	12.47	.....	.....	.....	.....	.....	.....
13.72	Colby	.....	11.54	11.54	.....	12.24	12.24	.....	12.54	12.54	.....	.....	.....	.....	.....	.....
15.06	Maryland	2 11.57	2 11.57	2 11.57	3 12.27	3 12.27	3 12.27	4 12.57	4 12.57	4 12.57	.....	.....	.....	.....	.....	.....
15.37	Kerwin St.	11.59	11.59	11.59	12.29	12.29	12.29	12.59	12.59	12.59	.....	.....	.....	.....	.....	.....
17.48	Duluth Ave.	12.04	12.04	12.04	62.34	12.34	12.34	1.04	1.04	1.04	.....	.....	.....	.....	.....	.....
18.58	Broadway	12.15	12.15	12.15	12.45	12.45	12.45	1.15	1.15	1.15	.....	.....	.....	.....	.....	.....
20.12	Wabasha	12.21	12.22	12.22	12.51	12.52	12.52	1 21	1.22	1.22	.....	.....	.....	.....	.....	.....
20.49	Seven Cor. Terminal	12.24	12.25	12.25	12.54	12.55	12.55	1.24	1.25	1.25	.....	.....	.....	.....	.....	.....

STILLWATER-WILDWOOD-WHITE BEAR AND MAHTOMEDI TO ST. PAUL

West Bound-READ DOWN

Miles From Stillwater	LINE	FIRST CLASS PASSENGER														
		H.P.	S	M	H.P.	S	W.B.	H.P.	S	M						
	TRAIN NO.	2	2	9	3	3	8	4	4	9						
	STATIONS	PM	PM	PM	PM	PM	PM	PM	PM	PM						
000	Stillwater U. D.	.....	12.46	....	.....	1.16	.....	.....	1.46	.....	.....	.....	.....	.....	.....	.....
.10	Main St.	.....	12.47	....	.....	1.17	.....	.....	1.47	.....	.....	.....	.....	.....	.....	.....
1.36	Owen St. Station	.....	15.54	.....	.....	1.24	.....	.....	1.54	.....	.....	.....	....	.....	.....	.....
2.38	Parents	.....	3 12.57	.....	.....	4 1.27	.....	.....	5 1.57	.....	.....	.....	.....	.....	.....	.....
6.47	Grant	.....	1.04	.....	.....	1.34	.....	.....	2.04	.....	.....	.....	.....	....	.....	.....
000	White Bear	.....	.....	.....	.....	.....	1.23	.....	.....	.....	.....	.....	.....	.....	.....	.....
.92	Lake Shore	.....	.....	...	.....	.....	10 1.27	.....	.....	.....	.....	.....	.....	.....	.....	.....
000	Mahtomedi	.....	.....	1.01	.....	.....	.....	.....	.....	2.01	.....	.....	.....	.....	.....	.....
4.49	Wildwood Ar.	.....	1.08	1.08	.....	1.38	1.37	.....	2.08	2.08	.....	.....	.....	.....	.....	.....
.....	Train Number	.....	.....	2	.....	.....	3	.....	.....	4	.....	.....	.....	.....	.....	.....
8.43	Wildwood Lv.	.....	1.09	1.09	.....	1.39	1.39	.....	2.09	2.09	.....	.....	.....	.....	.....	.....
6 59	Long Lake	.....	4 1.12	4 1.12	.....	5 1.42	5 1.42	.....	1 2.12	1 2.12	.....	.....	.....	.....	.....	.....
11.79	Soo Line Crossing	.....	1.17	1.17	.....	1.47	1.47	.....	2.17	2.17	.....	.....	.....	.....	.....	.....
13.72	Colby	.....	1.24	1.24	.....	1.54	1.54	.....	2.24	2.24	.....	.....	.....	.....	.....	.....
15.06	Maryland	5 1.27	5 1.27	5 1.27	1 1.57	1 1.57	1 1.57	2 2.27	2 2.27	2 2.27	.....	.....	.....	.....	.....	.....
15.87	Kerwin St.	1.29	1.29	1.29	1.59	1.59	1.59	2.29	2.29	2.29	.....	.....	.....	.....	.....	.....
17.48	Duluth Ave.	1.34	1.34	1.34	2.04	2.04	2.04	2.34	2.34	2.34	.....	.....	.....	.....	.....	.....
19.58	Broadway	1.45	1.45	1.45	2.15	2.15	2.15	2.45	2.45	2.45	.....	.....	.....	.....	.....	.....
20.12	Wabasha	1.51	1.52	1.52	2 21	2.22	2.22	2.51	2.52	2.52	.....	.....	.....	.....	.....	.....
20.49	Seven Cor. Terminal	1.54	1.55	1.55	2.24	2.25	2.25	2.54	2.55	2.55	.....	.....	.....	.....	.....	.....

STILLWATER-WILDWOOD-WHITE BEAR AND MAHTOMEDI TO ST. PAUL

West Bound-READ DOWN

Miles From Stillwater	LINE	FIRST CLASS PASSENGER														
	TRAIN NO.	H.P. 5	S 5	W.B. 10	H.P. 1	S 1	M 9	H.P. 2	S 2	W.B. 8						
	STATIONS	PM	PM	PM	PM	PM	PM	PM	PM	PM						
000	Stillwater U. D.	.....	2.16	.....	.....	2.46	.....	.....	3.16	.....	.....	.....	.....	.....	.....	.....
.10	Main St.	.....	2.17	.....	.....	2.47	.....	.....	3.17	.....	.....	.....	.....	.....	.....	.....
1.36	Owen St. Station	.....	2.24	.....	.....	2.54	.....	.....	3.24	.....	.....	.....	.....	.....	.....	.....
2.38	Parents	.....	1 2.27	.....	.....	2 2.57	.....	.....	3 3.27	.....	.....	.....	.....	.....	.....	.....
6.47	Grant	.....	2.34	.....	.....	3.04	.....	.....	3.34	.....	.....	.....	.....	.....	.....	.....
000	White Bear	.....	.....	2.23	.....	.....	.....	.....	.....	3.23	.....	.....	.....	.....	.....	.....
.92	Lake Shore	.....	.....	8 2.27	.....	.....	.....	.....	.....	10 3.27	.....	.....	.....	.....	.....	.....
000	Mahtomedi	.....	.....	.....	.....	.....	3.01	.....	.....	.....	.....	.....	.....	.....	.....	.....
4.49	Wildwood Ar.	.....	2.38	2.37	.....	3.08	3.08	.....	3.38	3.37	.....	.....	.....	.....	.....	.....
.....	Train Number	.....	.....	5	.....	.....	1	.....	.....	2	.....	.....	.....	.....	.....	.....
8.43	Wildwood Lv.	.....	2.39	2.39	.....	3.09	3.09	.....	3.39	3.39	.....	.....	.....	.....	.....	.....
9.59	Long Lake	.....	2 2.42	2 2.42	.....	3 3.12	3 3.12	.....	4 3.42	4 3.42	.....	.....	.....	.....	.....	.....
11.79	Soo Line Crossing	.....	2.47	2.47	.....	3.17	3.17	.....	3.47	3.47	.....	.....	.....	.....	.....	.....
13.72	Colby	.....	2.54	2.54	.....	3.24	3.24	.....	3.54	3.54	.....	.....	.....	.....	.....	.....
15.06	Maryland	3 2.57	3 2.57	3 2.57	4 3.27	4 3.27	4 3.27	5 3.57	5 3.57	5 3.57	.....	.....	.....	.....	.....	.....
15.87	Kerwin St.	2.59	2.59	2.59	3.29	3.29	3.29	3.59	3.59	3.59	.....	.....	.....	.....	.....	.....
17.48	Duluth Ave.	3.04	3.04	3.04	3.34	3.34	3.34	4.04	4.04	4.04	.....	.....	.....	.....	.....	.....
19.58	Broadway	3.15	3.15	3.15	3.45	3.45	3.45	4.15	4.15	4.15	.....	.....	.....	.....	.....	.....
20.12	Wabasha	3.21	3.22	3.22	3.51	3.52	3.52	4.21	4.22	4.22	.....	.....	.....	.....	.....	.....
20.49	Seven Cor. Terminal	3.24	3.25	3.25	3.54	3.55	3.55	4.24	4.25	4.25	.....	.....	.....	.....	.....	.....

STILLWATER-WILDWOOD-WHITE BEAR AND MAHTOMEDI TO ST. PAUL

West Bound-READ DOWN

Miles From Stillwater	LINE	FIRST CLASS PASSENGER														
	TRAIN NO.	H.P. 3	S 3	M 9	H.P. 4	S 4	W.B. 10	H.P. 5	S 5	M 9						
	STATIONS	PM	PM	PM	PM	PM	PM	PM	PM	PM						
000	Stillwater U. D.	.....	3.46	.....	.....	4.16	.....	.....	4.46	.....	.....	.....	.....	.....	.....	.....
.10	Main St.	.....	3.47	.....	.....	4.17	.....	.....	4.47	.....	.....	.....	.....	.....	.....	.....
1.36	Owen St. Station	.....	3.54	.....	.....	4.24	.....	.....	4.54	.....	.....	.....	.....	.....	.....	.....
2.38	Parents	.....	4 3.57	.....	.....	5 4.27	.....	.....	1 4.57	.....	.....	.....	.....	.....	.....	.....
6.47	Grant	.....	4.04	.....	.....	4.34	.....	.....	5.04	.....	.....	.....	.....	.....	.....	.....
000	White Bear	.....	.....	.....	.....	.....	4.23	.....	.....	.....	.....	.....	.....	.....	.....	.....
.92	Lake Shore	.....	.....	.....	.....	.....	8 4.27	.....	.....	.....	.....	.....	.....	.....	.....	.....
000	Mahtomedi	.....	.....	4.01	.....	.....	.....	.....	.....	5.01	.....	.....	.....	.....	.....	.....
4.49	Wildwood Ar.	.....	4.08	4.08	.....	4.38	4.37	.....	5.08	5.08	.....	.....	.....	.....	.....	.....
.....	Train Number	.....	.....	3	.....	.....	4	.....	.....	5	.....	.....	.....	.....	.....	.....
8.43	Wildwood Lv.	.....	4.09	4.09	.....	4.39	4.39	.....	5.09	5.09	.....	.....	.....	.....	.....	.....
9.59	Long Lake	.....	5 4.12	5 4.12	.....	1 4.42	1 4.42	.....	2 5.12	2 5.12	.....	.....	.....	.....	.....	.....
11.79	Soo Line Crossing	.....	4.17	4.17	.....	4.47	4.47	.....	5.17	5.17	.....	.....	.....	.....	.....	.....
13.72	Colby	.....	4.24	4.24	.....	4.54	4.54	.....	5.24	5.24	.....	.....	.....	.....	.....	.....
15.06	Maryland	1 4.27	1 4.27	1 4.27	2 4.57	2 4.57	2 4.57	3 5.27	3 5.27	3 5.27	.....	.....	.....	.....	.....	.....
15.87	Kerwin St.	4.29	4.29	4.29	4.59	4.59	4.59	5.29	5.29	5.29	.....	.....	.....	.....	.....	.....
17.48	Duluth Ave.	4.34	4.34	4.34	5.04	5.04	5.04	5.34	5.34	5.34	.....	.....	.....	.....	.....	.....
19.58	Broadway	4.45	4.45	4.45	5.15	5.15	5.15	5.45	5.45	5.45	.....	.....	.....	.....	.....	.....
20.12	Wabasha	4.51	4.52	4.52	5.21	5.22	5.22	5.51	5.52	5.52	.....	.....	.....	.....	.....	.....
20.49	Seven Cor. Terminal	4.54	4.55	4.55	5.24	5.25	5.25	5.54	5.55	5.55	.....	.....	.....	.....	.....	.....

STILLWATER-WILDWOOD-WHITE BEAR AND MAHTOMEDI TO ST. PAUL

West Bound-READ DOWN

Miles From Stillwater	LINE	FIRST CLASS PASSENGER														
	TRAIN NO.	H.P. 1	S 1	W.B. 8	H.P. 2	S 2	M 9	H.P. 3	S 3	W.B 10						
	STATIONS	PM	PM	PM	PM	PM	PM	PM	PM	PM						
000	Stillwater U. D.	.....	5.16	.....	.....	5.46	.....	.....	6.16	.....	.....	.....	.....	.....	.....	.....
.10	Main St.	.....	5.17	.....	.....	5.47	.....	.....	6.17	.....	.....	.....	.....	.....	.....	.....
1.36	Owen St. Station	.....	5.24	.....	.....	5.54	.....	.....	6.24	.....	.....	.....	.....	.....	.....	.....
2.38	Parents	.....	2 5.27	.....	.....	3 5.57	.....	.....	4 6.27	.....	.....	.....	.....	.....	.....	.....
6.47	Grant	.....	5.34	.....	.....	6.04	.....	.....	6.34	.....	.....	.....	.....	.....	.....	.....
000	White Bear	.....	.....	5.23	.....	.....	.....	.....	.....	6.23	.....	.....	.....	.....	.....	.....
.92	Lake Shore	.....	.....	10 5.27	.....	.....	.....	.....	.....	8 6.27	.....	.....	.....	.....	.....	.....
000	Mahtomedi	.....	.....	.....	.....	.....	6.01	.....	.....	.....	.....	.....	.....	.....	.....	.....
4.49	Wildwood Ar.	.....	5.38	5.37	.....	6.08	6.08	.....	6.38	6.37	.....	.....	.....	.....	.....	.....
.....	Train Number	.....	.....	1	.....	.....	2	.....	.....	3	.....	.....	.....	.....	.....	.....
8.43	Wildwood Lv.	.....	5.39	5.39	.....	6.09	6.09	.....	6.39	6.39	.....	.....	.....	.....	.....	.....
9.59	Long Lake	.....	3 5.42	3 5.42	.....	4 6.12	4 6.12	.....	5 6.42	5 6.42	.....	.....	.....	.....	.....	.....
11.79	Soo Line Crossing	.....	5.47	5.47	.....	6.17	6.17	.....	6.47	6.47	.....	.....	.....	.....	.....	.....
13.72	Colby	.....	5.54	5.54	.....	6.24	6.24	.....	6.54	6.54	.....	.....	.....	.....	.....	.....
15.06	Maryland	4 5.57	4 5.57	4 5.57	5 6.27	5 6.27	5 6.27	1 6.57	1 6.57	1 6.57	.....	.....	.....	.....	.....	.....
15.87	Kerwin St.	5.59	5.59	5.59	6.29	6.29	6.29	6.59	6.59	6.59	.....	.....	.....	.....	.....	.....
17.48	Duluth Ave.	6.04	6.04	6.04	6.34	6.34	6.34	7.04	7.04	7.04	.....	.....	.....	.....	.....	.....
19.58	Broadway	6.15	6.15	6.15	6.45	6.45	6.45	7.15	7.15	7.15	.....	.....	.....	.....	.....	.....
20.12	Wabasha	6.21	6.22	6.22	6.51	6.52	6.52	7.21	7.22	7.22	.....	.....	.....	.....	.....	.....
20.49	Seven Cor. Terminal	6.24	6.25	6.25	6.54	6.55	6.55	7.24	7.25	7.25	.....	.....	.....	.....	.....	.....

STILLWATER-WILDWOOD-WHITE BEAR AND MAHTOMEDI TO ST. PAUL

West Bound-READ DOWN

Miles From Stillwater	LINE	FIRST CLASS PASSENGER														
		H.P.	S	M	H.P.	S	W.B.	H.P.	S	M	W.B.					
	TRAIN NO.	4	4	9	5	5	8	1	1	9	10					
	STATIONS	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM					
000	Stillwater U. D.	.....	6.46	.....	.....	7.16	.....	.....	7.46	.....	.....	.....	.....	.....	.....	.....
.10	Main St.	.....	6.47	.....	.....	7.17	.....	.....	7.47	.....	.....	.....	.....	.....	.....	.....
1.36	Owen St. Station	.....	6.54	.....	.....	7.24	.....	.....	7.54	.....	.....	.....	.....	.....	.....	.....
2.38	Parents	.....	5 6.57	...	.....	1 7.27	.....	.....	2 7.57	...	.....	.....	.....	.....	.....	.....
6.47	Grant	.....	7.04	.....	.....	7.34	.....	.....	8.04	.....	...	.....	.....	.....	.....	.....
000	White Bear	.....	.....	.....	.....	.....	7.23	.....	.....	.....	7.53	.....	.....	.....	.....	.....
.92	Lake Shore	.....	.....	... ..	.....	.....	10 7.27	.....	.....	.....	7.57	.. ..	.....	.....	.....	.....
000	Mahtomedi	.....	.....	7.01	.....	.....	.....	...	.....	8.01	.....	.....	.....	.....	.....	.....
4.49	Wildwood Ar.	.....	7.08	7.08	.....	7.38	7.37	.....	8.08	8.08	8.07	.....	.....	.....	.....	.....
.....	Train Number	.....	.....	4	.....	.....	5	.....	.....	1	1	.....	.....	.....	.....	.....
8.43	Wildwood Lv.	.. ...	7.09	7.09	.....	7.39	7.39	... ..	8.09	8.09	8.09	.....	.....	.....	.....	.....
9.59	Long Lake	....	1 7.12	1 7.12	.....	2 7.42	2 7.42	.....	3 8.12	3 8.12	3 8.12	.....	.....	.....	.....	.....
11.79	Soo Line Crossing	.....	7.17	7.17	.....	7.47	7.47	.. ...	8.17	8.17	8.17	.....	.....	.....	.....	.....
13.72	Colby	.....	7.24	7.24	.....	7.54	7.54	.....	8.24	8.24	8.24	.....	.....	.....	.....	.....
15.06	Maryland	2 7.27	2 7.27	2 7.27	3 7.57	3 7.57	3 7.57	4 8.27	4 8.27	4 8.27	4 8.27	.....	.....	.....	.....	.....
15.87	Kerwin St.	7.29	7.29	7.29	7.59	7.59	7.59	8.29	8.29	8.29	8.29	.....	.....	.....	.....	.....
17.48	Duluth Ave.	7.34	7.34	7.34	8.04	8.04	8.04	8.34	8.34	8.34	8.34	.....	.....	.....	.....	.....
19.58	Broadway	7.45	7.45	7.45	8.15	8.15	8.15	8.45	8.45	8.45	8.45	.....	.....	.....	.....	.....
20.12	Wabasha	7.51	7.52	7.52	8.21	8.22	8.22	8.51	8.52	8.52	8.52	.....	.....	.....	.....	.....
20.49	Seven Cor. Terminal	7.54	7.55	7.55	8.24	8.25	8.25	8.54	8.55	8.55	8.55	.....	.....	.....	.....	.....

STILLWATER-WILDWOOD-WHITE BEAR AND MAHTOMEDI TO ST. PAUL

West Bound-READ DOWN

Miles From Stillwater	LINE	FIRST CLASS PASSENGER														
		H.P.	S	W.W.	H.P.	S	W.W.	S	W.W.	H.P.	M					
	TRAIN NO.	2	2	2	3	3	3	4	4	4	9					
	STATIONS	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM					
000	Stillwater U. D.	.....	8.16	.....	.....	8.46	.....	9.16	.....	.....	.....	.....	.....	.....	.....	.....
.10	Main St.	.....	8.17	.....	.....	8.47	.....	9.17	.....	.....	.....	.....	.....	.....	.....	.....
1.36	Owen St. Station	.....	8.24	.....	.....	8.54	.....	9.24	.....	.....	.....	.....	.....	.....	.....	.....
2.38	Parents	.....	3 8.27	.....	.....	4 8.57	.....	5 9.27	.....	.....	.....	.....	.....	.....	.....	.....
6.47	Grant	.....	8.34	.....	.....	9.04	.....	9.34	.....	.....	.....	.....	.....	.....	.....	.....
000	White Bear	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.92	Lake Shore	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
000	Mahtomedi	.....	.....	.....	.....	.....	.....	.....	.....	.....	9.53	.....	.....	.....	.....	.....
4.49	Wildwood Ar.	.....	8.38	.....	.....	9.08	.....	9.38	.....	.....	10.00	.....	.....	.....	.....	.....
.....	Train Number	.....	.....	2	.....	.....	3	.....	4	.....	.....	.....	.....	.....	.....	.....
8.43	Wildwood Lv.	.....	8.39	8.39	.....	9.09	9.09	9.39	9.39	.....	.....	.....	.....	.....	.....	.....
9.59	Long Lake	.....	4 8.42	4 8.42	.....	5 9.12	5 9.12	1 9.42	1 9.42	.....	.....	.....	.....	.....	.....	.....
11.79	Soo Line Crossing	.....	8.47	8.47	.....	9.17	9.17	9.47	9.47	.....	.....	.....	.....	.....	.....	.....
13.72	Colby	.....	8.54	8.54	.....	9.24	9.24	9.54	9.54	.....	.....	.....	.....	.....	.....	.....
15.06	Maryland	5 8.57	5 8.57	5 8.57	1 9.27	1 9.27	1 9.27	2 9.57	2 9.57	2 9.57	.....	.....	.....	.....	.....	.....
15.87	Kerwin St.	8.59	8.59	8.59	9.29	9.29	9.29	9.59	9.59	9.59	.....	.....	.....	.....	.....	.....
17.48	Duluth Ave.	9.04	9.04	9.04	9.34	9.34	9.34	10.04	10.04	10.04	.....	.....	.....	.....	.....	.....
19.58	Broadway	9.15	9.15	9.15	9.45	9.45	9.45	10.15	10.15	.....	.....	.....	.....	.....	.....	.....
20.12	Wabasha	9.21	9.22	9.22	9.51	9.52	9.52	10.22	10.22	.....	.....	.....	.....	.....	.....	.....
20.49	Seven Cor. Terminal	9.24	9.25	9.25	9.54	9.55	9.55	10.25	10.25	.....	.....	.....	.....	.....	.....	.....

STILLWATER-WILDWOOD-WHITE BEAR AND MAHTOMEDI TO ST. PAUL

West Bound-READ DOWN

Miles From Stillwater	LINE	FIRST CLASS PASSENGER														
		H.P.	S	W.W.	S	W.B.	H.P.	W.W.	H.P.	S	H.P.					
	TRAIN NO.	5	5	1	1	9	1	2	5	3	3					
	STATIONS	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM					
000	Stillwater U. D.	.....	9.46	.....	10.16	.....	.....	.....	.....	11.13	.....	.....	.....	.....	.....	.....
.10	Main St.	.....	9.47	.....	10.17	.....	.....	.....	.....	11.14	.....	.....	.....	.....	.....	.....
1.31	Owen St. Station	.....	9.54	.....	10.24	.....	.....	.....	.....	11.21	.....	.....	.....	.....	.....	.....
2.38	Parents	.....	1 9.57	.....	10.27	.....	.....	.....	.....	11.24	.....	.....	.....	.....	.....	.....
6.47	Grant	.....	10.04	.....	10.34	.....	.....	.....	.....	11.31	.....	.....	.....	.....	.....	.....
000	White Bear	.....	.....	.....	.....	10.23	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.92	Lake Shore	.....	.....	.....	.....	10.27	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
000	Mahtomedi	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
4.49	Wildwood Ar.	.....	10.08	.....	10.38	10.37	.....	.....	.....	11.35	.....	.....	.....	.....	.....	.....
.....	Train Number	.....	.....	1	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
8.43	Wildwood Lv.	.....	10.09	10.39	10.39	10.39	.....	10.47	.....	11.36	.....	.....	.....	.....	.....	.....
9.59	Long Lake	.....	2 10.12	3 10.42	3 10.42	3 10.42	.....	10.50	.....	11.39	.....	.....	.....	.....	.....	.....
11.79	Soo Line Crossing	.....	10.17	10.47	10.47	10.47	.....	10.55	.....	11.44	.....	.....	.....	.....	.....	.....
13.72	Colby	.....	10.24	10.54	10.54	10.54	.....	11.02	.....	11.51	.....	.....	.....	.....	.....	.....
15.06	Maryland	3 10.27	3 10.27	4 10.57	4 10.57	4 10.57	10.57	11.05	11.27	1 11.54	1 11.54	.....	.....	.....	.....	.....
15.87	Kerwin St.	10.29	10.29	10.59	10.59	10.59	10.59	11.07	11.29	11.56	11.56	.....	.....	.....	.....	.....
17.48	Duluth Ave.	10.34	10.34	11.04	11.04	11.04	11.04	11.12	11.34	12.01	12.01	.....	.....	.....	.....	.....
19.58	Broadway	10.45	10.45	11.15	11.15	11.15	.....	.....	11.45	12.12	.....	.....	.....	.....	.....	.....
20.12	Wabasha	10.51	10.52	11.22	11.22	11.22	.....	.....	11.51	12.18	.....	.....	.....	.....	.....	.....
20.49	Seven Cor. Terminal	10.54	10.55	11.25	11.25	11.25	.....	.....	11.54	12.21	.....	.....	.....	.....	.....	.....

STILLWATER-WILDWOOD-WHITE BEAR AND MAHTOMEDI TO ST. PAUL

West Bound-READ DOWN

Miles From Stillwater	LINE	FIRST CLASS PASSENGER				
		M	H.P.	H.P.	S	W.B.
	TRAIN NO.	9	5	3	1	9
	STATIONS	AM	AM	AM	AM	AM
000	Stillwater U. D.				12.32	
.10	Main St.				12.33	
1.36	Owen St. Station				12.45	
2.38	Parents				12.47	
6.47	Grant				12.54	
000	White Bear					12.43
.92	Lake Shore					12.48
000	Mahtomedi	12.20				
4.49	Wildwood Ar.	12.27			12 58	12.58
	Train Number					1
8.43	Wildwood Lv.				12.59	12.59
9.59	Long Lake				1.01	1.01
11.79	Soo Line Crossing				1.06	1.06
13.72	Colby				1.13	1.13
15 06	Maryland		12.24	12.50	1.16	1.16
15 87	Kerwin St.		12.26	12.52	1.18	1.18
17.48	Duluth Ave.		12.31	12.57	1.23	1.23
19.58	Broadway					
20.12	Wabasha					
20 49	Seven Cor. Terminal					

WILKIN AND WILLIAMS STS. TO SOUTH STILLWATER.

South Bound-Read Down

Miles From Wilkin and Williams	SO. STILLWATER LINE	FIRST CLASS PASSENGER														
	TRAIN NO.	12	13	12	13	12	13	12	13							
	STATIONS	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.							
000	Owen St. Station	6.40	8.46													
	Wilkin & Williams Sts			8.24	8.54	9.24	9.54	10 24	10.54							
.38	Laurel & 5th Sts.	6.42	8.48	8.27	8.57	9.27	9.57	10.27	10,57							
1.39	Stillwater U. D.			8.32	9.02	9.32	10.02	10 32	11.02							
2.12	Churchill & 3rd Sts.			**8.38**	**9.08**	**9,38**	**10,08**	**10.38**	**11,08**							
2.17	Churchill & 3rd St. Siding	6.47		8.39	12 **9.09**	13 **9,39**	12 **10,09**	13 **10,39**	12 **11.09**							
5.18	South Stillwater	7.02		8.53	9.23	9.53	10.23	10 53	11.23							

South Bound-Read Down

Miles From Wilkin and Williams	SO. STILLWATER LINE	FIRST CLASS PASSENGER														
	TRAIN NO.	12	13	12	13	12	13	12	13	12	13	12	13			
	STATIONS	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P M.	P.M.	P.M.	P.M.	P.M.			
000	Owen St. Station															
	Wilkin & Williams Sts	11.24	11.54	12.24	12.54	1.24	1.54	2.24	2.54	3.24	3.54	4.24	4.54			
.38	Laurel & 5th Sts.	11.27	11.57	12.27	12.57	1.27	1.57	2.27	2.57	3.27	3.57	4.27	4.57			
1.39	Stillwater U. D.	11.32	12.02	12.32	1.02	1.32	2.02	2.32	3.02	3.32	4.02	4.32	5.02			
2.12	Churchill & 3rd Sts.	**11.38**	**12,08**	**12.38**	**1.08**	**1.38**	**2.08**	**238**	**3.08**	**3.38**	**4.08**	**4,38**	**5.08**			
2.17	Churchill & 3rd Sts. Siding	13 **11.39**	12 **12.09**	13 **12.39**	12 **1.09**	13 **1.39**	12 **2.09**	13 **2.39**	12 **3.09**	13 **3,39**	12 **4.09**	13 **4.39**	12 **5.09**			
5.18	South Stillwater	11.53	12.23	12.53	1 23	1.53	2.23	2.53	3.23	3.53	4.23	4.53	5.23			

WILKIN AND WILLIAMS STS. TO SOUTH STILLWATER.

South Bound-Read Down

Miles From Wilkin and Williams	SO. STILLWATER LINE	FIRST CLASS PASSENGER														
	TRAIN NO.	12	13	12	13	12	13	12	13	12	13	12	13			
	STATIONS	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.			
000	Owen St. Station	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	Wilkin & Williams Sts	5.24	5.54	6.24	6 54	7.24	7.54	8.24	8.54	9.24	9.54	10 24	10.54	.....	.....	.....
.38	Laurel & 5th Sts.	5.27	5.57	6.27	6.57	7 27	7.57	8.27	8.57	9.27	9.57	10 27	10.57	.....	.....	.....
1.39	Stillwater U. D.	5.32	6.02	6.32	7.02	7.32	8.02	8.32	9.02	9.32	10.02	10.32	11.02	.....	.....	.....
2.12	Churchill & 3rd Sts.	5.38	6.08	6.38	7.08	7.38	8.08	8.38	9.08	9.38	10.08	10.38	11.08	.....	.....	.....
2 17	Churchill & 3rd St. Siding	13 5.39	12 6.09	13 6.39	12 7.09	13 7.39	12 8.09	13 8.39	12 9.09	13 9.39	12 10.09	13 10.39	12 11.09	.....	.....	.....
5.18	South Stillwater	5 53	6.23	6.53	7.23	7.53	8.23	8.53	9.23	9.53	10.23	10.53	11.23	.....	.....	.....

SOUTH STILLWATER TO WILLIAMS ST.

North Bound-Read Down

Miles From So. Stillwater	SO. STILLWATER LINE	FIRST CLASS PASSENGER														
	TRAIN NO.	12	13	12	13	12	13	12	13							
	STATIONS	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.							
000	South Stillwater	7.40	.....	8.55	9.25	9.55	10.25	10.55	11.25	.....	.....	.....	.....	.....	.....	.....
3.01	Churchill & 3rd St. Siding	7.54	.....	13 9.09	12 9.39	13 10.09	12 10.39	13 11.09	12 11.39	.....	.....	.....	.....	.....	.....	.....
3.06	Churchill & 3rd St.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
3.79	Stillwater U. D.	8.14	.....	9.14	9.44	10.14	10.44	11.14	11.44	.....	.....	.....	.....	.....	.....	.....
4.80	Laurel & 5th Sts.	8.19	8.49	9.19	9.49	10.19	10.49	11.19	11.49	.....	.....	.....	.....	.....	.....	.....
5.39	Wilkin & Williams Sts	8.22	8.52	9.22	9.52	10.22	10.52	11.22	11.52	.....	.....	.....	.....	.....	.....	.....
6.36	Owen St. Station	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

North Bound-Read Down

Miles From So. Stillwater	SO. STILLWATER LINE	FIRST CLASS PASSENGER														
	TRAIN NO.	12	13	12	13	12	13	12	13	12	13	12	13			
	STATIONS	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.			
000	South Stillwater	11.55	12 25	12.55	1.25	1.55	2.25	2.55	3.25	3.55	4.25	4.55	5.25	.....	.....	.....
3.01	Churchill & 3rd St. Siding	13 12.09	12 12.39	13 1.09	12 1.39	13 2.09	12 2.39	13 3.09	12 3.39	13 4.09	12 4.39	13 5.09	12 5.39	.....	.....	.....
3.06	Churchill & 3rd St.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
3.79	Stillwater U. D.	12 14	12.44	1.14	1.44	2.14	2.44	3.14	3.44	4.14	4.44	5.14	5.44	.....	.....	.....
4.80	Laurel & 5th Sts.	12.19	12,49	1.19	1.49	2.19	2.49	3.19	3.49	4.19	4.49	5.19	5.49	.....	.....	.....
5.39	Wilkin & Williams Sts	12.22	12,52	1.22	1.52	2.22	2.52	3.22	3.52	4.22	4.52	5.22	5.52	.....	.....	.....
6.36	Owen St. Station	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

SOUTH STILLWATER TO WILLIAMS ST.

North Bound-Read Down

Miles From So. Stillwater	SO. STILLWATER LINE	FIRST CLASS PASSENGER														
	TRAIN NO.	12	13	12	13	12	13	12	13	12	13	12	13			
	STATIONS	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.			
000	South Stillwater	5.55	6.25	6.55	7.25	7.55	8.25	8.55	9.25	9.55	10.25	10.55	11.23	.....	.....	.....
3.01	Churchill & 3rd Sts. Siding	13 6.09	12 6.39	13 7.09	12 7.39	13 8.09	12 8.39	13 9.09	12 9.39	13 10.09	12 10.39	13 11.09	11.37	.....	.....	.....
3.06	Churchill & 3rd Sts....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
3.79	Stillwater U. D.	6.14	6.44	7.14	7.44	8.14	8.44	9.14	9.44	10.14	10 44	.....	.....	.....	.....	.....
4·80	Laurel & 5th Sts.	6.19	6.49	7.19	7.49	8.19	8.49	9.19	9.49	10.19	10 49	11.15	11.42	.....	.....	.....
5.39	Wilkin & Williams Sts	6.22	6.52	7.22	7.52	8.22	8.52	9.22	9.52	10.22	10.52	.....	.....	.....	.....	.....
6.36	Owen St. Station	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	11.17	11.44	.....	.....	.....

STILLWATER LOCALS RUN GUIDE

RUN	TRAIN NO.	PULL OUT	DIRECTION	RELIEF	PULL IN	TRAIN NO.	RELIEF	DIRECTION	RELIEF	TRAIN NO.	PULL OUT	DIRECTION	RELIEF	DIRECTION	PULL IN	Pl'tf'rm Time	Allowed Time	TOTAL TIME
1	12	6.40	SOUTH	10.27	.....	13	12.57	SOUTH	6.57	.....	.....	.....	.....	.....	.....	.....	.....	9.47
2	13	8.46	SOUTH	12.57	.....	.....	.....	.....	.....	12	.....	.....	6.27	SOUTH	11.17	.....	.....	9.01
3	14	8.00	SOUTH	11.57	.....	12	1.27	SOUTH	6.27	.....	.....	.....	.....	.....	.....	.....	.....	8.57
4	.....	.....	.....	.....	.....	12	10.27	SOUTH	1.27	14	.....	.....	4.57	EAST	11.27	.....	.....	9.30
5	.....	.....	.....	.....	.....	14	11.57	EAST	4.57	13	.....	.....	6.57	SOUTH	11.44	.....	.....	9.47
																		47.02

South Stillwater Card No. 3898 - Total Time 31:35

Owen Street Card No. 3899 - Total Time 15:27

OWEN ST. STATION TO STILLWATER U. D.

East Bound-Read Down

Miles From Owen St. Station		FIRST CLASS PASSENGER														
	TRAIN NO.	14	14	14	14	14	14	14	14	14	14					
	STATIONS	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M					
000	Owen St. Station	8.00	8.30	9.00	9.30	10.00	10.30	11.00	11.30	12.00	12.30	.....	.....	.....	.....	.....
1.50	Churchill & 3rd Sts....	8.08	12 8.38	13 9.08	12 9.38	13 10.08	12 10.38	13 11.08	12 11.38	13 12.08	12 12.38	.....	.....	.....	.....	.....
2.23	Stillwater U. D.	8.13	8.43	9.13	9.43	10.13	10.43	11.13	11.43	12.13	12.43	.....	.....	.....	.....	.....

East Bound-Read Down

Miles From Owen st. Station		FIRST CLASS PASSENGER														
	TRAIN NO.	14	14	14	14	14	14	14	14	14	14	14	14			
	STATIONS	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.			
000	Owen St. Station	1.00	1.30	2.00	2.30	3.00	3.30	4.00	4.30	5.00	5.30	6.00	6.30	.....	.....	.....
1.50	Churchill & 3rd Sts....	13 1.08	12 1.38	13 2.08	12 2.38	13 3.08	12 3.38	13 4.08	12 4.38	13 5.08	12 5.38	13 6.08	12 6.38	.....	.....	.....
2.23	Stillwater U. D.	1.13	1.43	2.13	2.43	3.13	3.43	4.13	4.43	5.13	5.43	6.13	6.43	.....	.....	.....

East Bound-Read Down

Miles From Owen st. Station		FIRST CLASS PASSENGER														
	TRAIN NO.	14	14	14	14	14	14	14	14	14						
	STATIONS	P.M.	P.M.	P.M.	P.M.	P.M.	P. M.	P.M.	P.M.	P. M.						
000	Owen St. Station	7.00	7.30	8.00	8.30	9.00	9.30	10.00	10.30	11.00	.....	.....	.....	.....	.....	.....
1.50	Churchill & 3rd Sts....	13 7.08	12 7.38	13 8.08	12 8.38	13 9.08	12 9.38	13 10.08	12 10.38	13 11.08	.....	.....	.....	.....	.....	.....
2.23	Stillwater U. D.	7.13	7.43	8.13	8.43	9.13	9.43	10.13	10.43	11.13	.....	.....	.....	.....	.....	.....

STILLWATER U. D. TO OWEN ST. STATION.

West Bound-Read Down

Miles From Stillwater U. D.	TRAIN NO.	FIRST CLASS PASSENGER														
	STATIONS	14	14	14	14	14	14	14	14							
		A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.							
000	Stillwater U. D.	8.13	8.43	9.13	9.43	10.13	10.43	11.13	11.43							
.73	Churchill & 3rd Sts.	8.19	8.49	9.19	9.49	10.19	10.49	11.19	11.49							
.223	Owen St. Station	8.27	8.57	9.27	9.57	10.27	10.57	11.27	11.57							

West Bound-Read Down

Miles From Stillwater U. D.	TRAIN NO.	FIRST CLASS PASSENGER														
	STATIONS	14	14	14	14	14	14	14	14	14	14	14	14			
		P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.			
000	Stillwater U. D.	12.13	12.43	1.13	1.43	2.13	2 43	3.13	3.43	4.13	4.43	5.13	5.43			
.73	Churchill & 3rd Sts.	12.19	12.49	1.19	1.49	2.19	2.49	3.19	3.49	4.19	4.49	5.19	5.49			
2.23	Owen St. Station	12.27	12.57	1.27	1.57	2.27	2.57	3.27	3.57	4.27	4.57	5.27	5.57			

West Bound-Read Down

Miles From Stillwater U. D.	TRAIN NO.	FIRST CLASS PASSENGER														
	STATIONS	14	14	14	14	14	14	14	14	14	14	14	1			
		P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	A.M.			
000	Stillwater U. D.	6.13	6.43	7.13	7.43	8.13	8.43	9.13	9.43	10.13	10.43	11.13	12.32			
.73	Churchill & 3rd Sts.	6.19	6.49	7.19	7.49	8.19	8.49	9.19	9.49	10.19	10.49	11.19	12.38			
2.23	Owen St. Station	6.27	6.57	7.27	7.57	8.27	8.57	9.27	9.57	10.27	10.57	11.27	12.45			

Special Instructions.

1. Read the Rules and Special Instructions and study the Time Table over carefully, as important changes have been made.

2. Each section of a train is shown in duplicate time under same train number. The position of sections can be determined by position of the time shown on time table. Each section in a train has equal right according to the rules.

3. The abbreviation of lines are shown in line column as S for St. Paul & Stillwater. "W. B." for White Bear. "M" for Mahtomedi. "W. W." for Wildwood and "H. P." for Hazel Park trains.

4. Hazel Park trains on arriving at Maryland siding east bound with section following must whistle signal for westbound trains when they are there, and exchange order with them when necessary, before backing on wye. However, first section of main line train eastbound will be responsible for the protection of their train and exchange all orders with westbound trains, the same as at all other meeting sidings.

5. Both the motorman and conductors must use great care in backing their trains at Wildwood when leaving for and arriving from White Bear. Conductors must be on rear platform and facing the rear of train ready to give stop signal when necessary.

Motormen must not operate their trains faster than four miles per hour at this point. White Bear and Mahtomedi trains must make safety stop before pulling out on main line at Wildwood and not pull out on main line until motorman has ascertained that no trains are coming in either direction. Motormen on westbound Mahtomedi trains at Wildwood which are due to pull in ahead of westbound Stillwater trains must know that Stillwater train is under absolute control before pulling out on main line ahead of them.

6. St. Paul & Stillwater trains westbound at Wildwood must be under full control approaching Mahtomedi switch, as Mahtomedi trains are due to pull in ahead of Stillwater trains at this point. On east-bound trips all trains must be under full control on approaching Wildwood yard limits.

7. Motormen must have their train under full control, in both directions, approaching the public road crossing at Division St., east of Silver Lake.

8. Train No. 1 due to leave Stillwater Union Depot at 12:32 a. m., will run via Owen Street line. See Owen St. time table.

9. Owen St. time in full black face type at Churchill and Third Street eastbound indicates meet with South Stillwater train southbound.

10. At night motorman must have his train under control approaching all passenger stops prepared to stop until it is determined whether there are passengers who may want to board trains. If motorman runs past regular stopping place he must not back his train. In all such cases conductors must see to it that passengers board or alight with safety. Motormen must make every effort to make stops at proper place.

Special Instructions (Continued)

11. Trainmen must never back their train at any point on the Division, unless they have instructions to do so from the proper authority.

12. Unless otherwise instructed South Stillwater trains will report for orders at Laurel and 5th St., southbound before proceeding.

13. Motormen must have their trains under full control in passing other trains on side tracks in suburban districts. The gong must be rung continuously until trains are passed, except at Maryland Siding and Wye, and at Wildwood platform where the rule in General Rule book governing passing standing cars will be in force and trains brought to a full stop before passing.

General Rules.

13. Schedule meeting or passing points are indicated in full black faced type. The numbers of trains to be met is shown by a small black figure above the time of meeting.

14. Both the arriving and leaving times of a train are in full black faced type when both are meeting or passing times, when one or more trains are to meet or pass it between those times.

42. Trains of the same class, in either direction, have no superior rights over trains in opposite direction, but will meet as per Time Table unless otherwise ordered by the Dispatcher.

56. Following sections of trains must keep at least 2000 feet apart, except when closing up at stations and meeting sidings.

63. When a train stops or is delayed, under circumstances in which it may be overtaken by another train, the CONDUCTOR OR FLAGMAN MUST GO BACK IMMEDIATELY WITH STOP SIGNALS A SUFFICIENT DISTANCE TO INSURE FULL PROTECTION. When recalled he may return to his train. The front of a train must be protected in the same way, when necessary by the Motorman.

67. In all cases of doubt or uncertainty the safe course must be taken and no risks run.

71. Do not cut out your telephone after once reporting yourself to the dispatcher until you receive, and fully understand, his instructions. Should the telephone be working so badly that you cannot make each other understand on it, or should it fail altogether, regular trains will lose no time but proceed to their regular meeting points.

COLLISION OF 1261 AND 1263
ON RATTLESNAKE CURVE, STILLWATER
SUNDAY, JUNE 1, 1924

The summer schedule had just taken effect on the Stillwater Division. Westbound run #4, car 1261, left the Stillwater Union Depot at 1:52 p.m.; a meet with eastbound run #5 was scheduled for 2:00 p.m. at Owen St. Station Siding. Run #5, car 1263, left Wildwood at 1:46 p.m. three minutes late, with Work Extra #72 (Wire Car 72) following as far as Goodrich Siding. At 2:02 p.m. a circuit breaker in the Owen St. Substation kicked out as 1261 and 1263 collided head-on on Rattlesnake Curve (located between the two sidings).

Run #4, car 1261, had overlooked the meet with Run #5, car 1263, apparently because of the timetable change. (The winter schedule meeting point was at Goodrich Siding.) Rattlesnake Curve required restricted speed so the effect of the collision was not as great as it might have been had it occurred elsewhere on the St.Paul-Stillwater line.

Owen Street local line Run #14 was sent to the wreck scene, picked up the injured, and was given a clear track to the hospital corner, Churchill and Greeley Streets. The crew of car 1263 went to Owen St. Station, got Work Car 48, and as Work Extra #48 pulled in car 1261 to Owen St. Station. Work Extra #72 (Wire Car 72) was advanced from Goodrich Siding to push car 1263 into Owen St. Station.

Because of the holiday traffic there were extra cars available on the storage tracks at the Wildwood Upper Wye and it was not difficult to resume the normal schedule. Eastbound Run #1 left Wildwood at 2:16 p.m. in two sections. The second section turned on the wye at Owen St. Station Siding to become Westbound Run #5 (which should have been car 1263). Owen Street local line Run #14 filled in for Run #5 from Stillwater Union Depot to Owen St. Station, connecting with the substitute car on Run #5 at the Owen St. Station Siding. Westbound Run #4 was filled in from the Wildwood Upper Wye at 2:15 p.m.

The line was re-opened for normal traffic in 49 minutes from the time of the collisi
#5 from Owen St. Statio

Thanks for the three paper copies of the High Line but there is one error in paper on the wreck.

Hauser on #4 left depot at 152 PM and not Stillwater as shown. the meet at Owen St. Sta. was due at 200 PM according to time card and Pa left W. Wood at 146 PM. 3 min late with W.E. 72 following as far as Goodrich. The breaker at Owen St. were knocked out at 202 PM as that is what Parker gave me and I have it in my old diary. and line opened for travel in 49 min.

Bonse 3711 on #14 Owen Car - picked up injured on my orders & had clear track to Hospital corner at Churchill & Greley + Pa had orders with Andrew to take W.E. 48 + pull in #4 and Frank Nelson on #72 advanced from Goodrich to push #5 into Owen.

#1 left W. Wood at 216 east in 2 sec. one turned at Owen to meet Bonse coming from depot as #5 + #4 filled in for from upper Wye at 215 PM west bd. only lost mileage was #5 - Owen St. to depot one way.

St Paul-Stillwater-Wildwood-White Bear & Mahtomedi

Effective May 27, 1929. Weekday Schedule No. 8051

Run No. 3

Line	S.	W. B.	M.	M.	W. B.	M.	W. B.	M.
Train No.	3	3	3	3	3	3	3	3
Position & Section		1		1.		1.		1
5th & Sibley Lv		729		[b] 930		[b] 1130		[b] 130
Robert & 6th		732		933		1133		133
Position & Section	1							
Duluth Avenue	522	746		947		1147		147
Autumn Avenue End of Double Track	529	[1-2] **754**		955		1155		Rlf.
Colby								
Pennsylvania Ave.				[1-1] **1002**		[1-1] **1202**		
Soo Line	[2-1] **541**							
Wildwood	548	[2-2] **810**	[4-1] **841**	1011	1025	1211	1225	
White Bear		823			1038		1238	
Mahtomedi			847	1017		1217		
Owen Street	601							
Stillwater U. D. Ar	607							

Train No.		M.		W. B.		W. B.		
Stillwater U. D. Lv	*613							
Owen Street	626							
Goodrich								
Mahtomedi			847	[a] 1018		[a] 1218		
White Bear		826			1039		1239	
Position & Section	1		1		1		1	
Wildwood	[1-1] **640**	[4-1] **840**	853	1025	1053	1225	1253	
Soo Line								
Pennsylvania Ave.			[1-1] **902**		[1-1] **1102**		[1-1] **102**	
Colby								
Autumn Avenue End of Double Track	[2-2] **654**		908		1108		108	
Position & Section								
Duluth Avenue	‡701		917		1117		117	
5th & Sibley	717		930		1130		130	

Platform Time 8:25 Allowed :35 Total Time 9:00

†Connect with Maht. train at Willernie 6:38 A. M., Soo line only stop. A Connect with Stillwater train at Willernie.

*Via Owen St. line. B Carry W. B. connection board. ‡ Via 7th & Robt. to 5th St., wye at Sibley.

ST. PAUL-STILLWATER-WHITE BEAR
MAHTOMEDI & HAZEL PARK
SUNDAY NO. 4817 — Run No. 17

Station	PM													
Duluth Ave.	Rlf													
7th & Wabasha	334													
7 Corners	400	600	800	1000										
Wildwood	446	646	845	1045			1136							
Stillwater														
White Bear							1120							
Mahtomedi	501	701			1053									
Wildwood	509	709	909	1100										
Maryland														
Duluth Ave.														
Station							1201							

Total Time..... 8:27

Return this card when assignment is completed

ST. PAUL-STILLWATER-WHITE BEAR
MAHTOMEDI & HAZEL PARK
WEEKDAY & SATURDAY NO. 4816 — Run No. 12

Station	AM													
Duluth Ave.	Rlf								Rlf					
7th & Wabasha	1118								634					
7 Corners		130								700	1000	1222		
Wildwood	1146	216								746	1046			
Stillwater	1216	246								816	1113			
White Bear														
Mahtomedi										839	1136			
Wildwood	1239	309										1249		
Maryland														
Duluth Ave.		334										1257		
Station		Rlf												

Platform Time..... 10:39
Allowed Time.....
Total Time..... 10:39

Return this card when assignment is completed

...ER-WHITE BEAR
MAHTOMEDI & HAZEL PARK
WEEKDAY & SATURDAY NO. 4816 — Run No. 10A

Effective Date 1-28-19 — Supersedes Run No. 10

Station	AM													
Duluth Ave.	617								Rlf					
7th & Wabasha									1234					
7 Corners		700	930							100	300	457		
Wildwood		746	1016							146	346	546		
Stillwater														
White Bear		823	1030							201	401	601		
Mahtomedi										209	409	609		
Wildwood		839	1045											
Maryland	627													
Duluth Ave.			1104									634		
Station			Rlf											

Platform Time..... 10:47
Allowed Time.....
Total Time..... 10:47

...assignment is completed

ST. PAUL-STILLWATER-WHITE BEAR
MAHTOMEDI & HAZEL PARK
WEEKDAY & SATURDAY NO. 4816 — Run No. 2

Station	AM								Rlf			
Duluth Ave.	515								1218			
7th & Wabasha												
7 Corners		630	900							230	457	
Wildwood		716	946						1246	316		
Stillwater		746	1016						116	346		
White Bear												
Mahtomedi												
Wildwood	539	809	1039						139	409		
Maryland												
Duluth Ave.			1104								518	
Station			Rlf								Rlf	

Platform Time..... 10:49
Allowed Time.....
Total Time..... 10:49

Return this card when assignment is completed

SAINT PAUL, NO. ST. PAUL, WILDWOOD AND MAHTOMEDI

SUNDAY and HOLIDAYS

EASTBOUND				WESTBOUND			
Leave 7th and Wabasha	Arrive No. St. Paul Henry St.	Arrive Wild-wood	Arrive Mahto-medi	Leave Mahto-medi	Leave Wild-wood	Leave No. St. Paul Henry St.	Arrive 7th and Wabasha
7:00	7:34	7:39	7:45	8:01	8:08	8:13	8:50
8:00	8:37	8:42	------	------	9:08	9:13	9:50
9:00	9:37	9:42	9:48	10:01	10:08	10:13	10:50
10:00	10:37	10:42	------	------	11:08	11:13	11:50
11:00	11:37	11:42	11:48	12:01	12:08	12:13	12:50
12:00	12:37	12:42	------	------	1:08	1:13	1:50
1:00	1:37	1:42	1:48	2:01	2:08	2:13	2:50
2:00	2:37	2:42	------	------	3:08	3:13	3:50
3:00	3:37	3:42	3:48	4:01	4:08	4:13	4:50
4:00	4:37	4:42	------	------	5:08	5:13	5:50
5:00	5:37	5:42	5:48	6:01	6:08	6:13	6:50
6:00	6:37	6:42	------	------	7:08	7:13	7:50
7:00	7:37	7:42	7:48	8:01	8:08	8:13	8:50
8:00	8:37	8:42	8:48	9:01	9:08	9:13	9:50
9:00	9:37	9:42	------	------	10:08	10:13	10:50
10:00	10:37	10:42	10:48	11:13	11:20	11:25	12:00
11:00	11:37	11:42	11:48	‡12:09	12:15	12:20	1:00
12:30	1:03	1:08	1:14	‡1:14	1:20	1:26	2:00

‡Transfer passengers to locals at Duluth Avenue.

NO. 96—IN EFFECT JAN. 17, 1938.

TWIN CITY LINES

The Minneapolis & St. Paul Suburban R. R. Co.

St. Paul
North St. Paul
Wildwood Park
Mahtomedi

ZONES		Miles	City Fare
1	7th & Wabasha ..		.10 Cash
	City Limits...	5.97	.07½ Token
2	Division St.....	8.74	.06 plus City Fare
3	Wildwood.....	11.30	.12 " " "
	Mahtomedi.....	13.24	

For information regarding service or routing call INFORMATION DEPT.
St. Paul Cedar 7381

These Time Tables supersede all others and are subject to change and correction without notice to the public. The Company will not be responsible for errors in these Time Tables.

F. R. BJORCK, General Superintendent
No. 553 Wabasha St., St. Paul
Telephone Cedar 7381

SAINT PAUL, NO. ST. PAUL, WILDWOOD AND MAHTOMEDI

WEEKDAY

EASTBOUND				WESTBOUND			
Leave 7th and Wabasha	Arrive No. St. Paul Henry St.	Arrive Wild-wood	Arrive Mahto-medi	Leave Mahto-medi	Leave Wild-wood	Leave No. St. Paul Henry St.	Arrive 7th and Wabasha
*4:54	5:13	5:19	5:25	5:26	5:33	5:38	6:15
------	------	------	------	------	------	6:09	6:45
*5:45	6:05	6:12	6:18	------	------	6:23	7:00
*5:56	6:18	------	------	6:25	6:32	6:37	7:16
------	------	------	------	------	------	6:56	7:34
*6:05	6:26	6:32	6:38	------	------	7:01	7:39
*6:26	6:51	7:01	7:07	6:54	7:01	7:06	7:44
7:04	7:41	7:47	7:53	7:25	7:32	7:37	8:16
7:47	8:23	8:30	8:36	8:02	8:09	8:14	8:51
8:33	9:09	------	------	8:54	9:01	9:06	9:43
9:03	9:39	9:46	9:52	------	------	9:36	10:13
10:02	10:38	10:45	------	10:09	10:16	10:21	10:58
11:02	11:38	11:45	11:51	------	11:16	11:21	11:58
12:02	12:38	12:45	12:51	12:09	12:16	12:21	12:58
1:02	1:38	1:45	1:51	1:09	1:16	1:21	1:58
2:01	2:37	2:47	2:53	2:04	2:11	2:16	2:57
3:01	3:40	3:47	3:53	3:04	3:11	3:16	3:57
3:55	4:33	4:40	4:46	4:05	4:12	4:17	4:54
4:15	4:51	5:00	5:06	4:53	5:00	5:05	5:44
4:34	5:14	------	------	------	------	5:22	5:59
4:50	5:32	------	------	5:17	5:24	5:29	6:07
5:06	5:46	5:53	5:59	------	------	5:37	6:15
------	------	------	------	------	------	6:05	6:42
5:26	6:04	------	------	------	------	6:14	6:52
5:42	6:23	6:30	6:36	6:23	6:30	6:35	7:15
6:06	6:44	6:51	6:57	6:44	6:51	6:56	7:31
6:30	7:05	7:12	------	7:12	7:19	7:24	8:01
7:00	7:34	7:39	7:45	7:59	8:06	8:11	8:46
8:00	8:34	8:39	8:45	8:59	9:06	9:11	9:46
9:00	9:34	9:39	9:45	9:59	10:06	10:11	10:46
10:00	10:34	10:39	10:45	10:53	11:00	11:05	11:40
11:00	11:34	11:39	11:45	‡12:09	12:15	12:20	1:00
12:30	1:03	1:08	1:14	‡1:14	1:20	1:25	2:00

*Leave Duluth Avenue.
‡Transfer passengers to locals at Duluth Avenue.

SAINT PAUL, NO. ST. PAUL, WILDWOOD AND MAHTOMEDI

SATURDAY

EASTBOUND				WESTBOUND			
Leave 7th and Wabasha	Arrive No. St. Paul Henry St.	Arrive Wild-wood	Arrive Mahto-medi	Leave Mahto-medi	Leave Wild-wood	Leave No. St. Paul Henry St.	Arrive 7th and Wabasha
*4:54	5:13	5:19	5:25	5:26	5:33	5:37	6:15
------	------	------	------	------	------	6:09	6:45
*5:45	6:05	6:12	6:18	------	------	6:23	7:00
*5:56	6:18	------	------	6:25	6:32	6:37	7:16
*6:05	6:26	6:32	6:38	------	------	7:01	7:39
*6:26	6:51	7:01	7:07	6:54	7:01	7:06	7:44
7:04	7:41	7:47	7:53	7:25	7:32	7:37	8:16
7:45	8:23	8:30	8:36	8:02	8:09	8:14	8:51
8:33	9:09	------	------	8:54	9:01	9:06	9:43
9:03	9:39	9:46	9:52	------	------	9:36	10:13
10:02	10:38	10:45	------	10:09	10:16	10:21	10:58
11:02	11:38	11:45	11:51	------	11:16	11:21	11:58
12:02	12:38	12:45	12:51	12:04	12:11	12:16	12:53
1:02	1:38	1:44	1:50	1:04	1:11	1:16	1:53
1:52	2:28	2:34	2:40	1:54	2:01	2:06	2:43
2:42	3:23	3:29	------	2:53	3:00	3:05	3:43
3:32	4:08	4:14	4:20	------	3:46	3:51	4:28
4:02	4:38	4:46	4:52	4:39	4:46	4:51	5:28
4:32	5:08	5:16	5:22	5:09	5:16	5:21	5:58
5:02	5:38	5:46	5:52	5:39	5:46	5:51	6:31
5:32	6:08	6:14	6:20	6:20	6:26	6:31	7:07
6:02	6:40	6:46	6:52	6:58	7:06	7:11	7:46
6:24	7:00	7:06	------	------	7:22	7:27	8:01
7:00	7:34	7:39	7:45	7:59	8:06	8:11	8:46
8:00	8:34	8:39	8:45	8:59	9:06	9:11	9:46
9:00	9:34	9:39	9:45	9:59	10:06	10:11	10:46
10:00	10:34	10:39	10:45	10:53	11:00	11:05	11:40
11:00	11:34	11:39	11:45	‡12:09	12:15	12:20	1:00
12:30	1:03	1:08	1:14	‡1:14	1:20	1:25	2:00

*Leave Duluth Avenue.
‡Transfer passengers to locals at Duluth Avenue.

MEETING POINTS 1944

WEEKDAY
HYACINTH
COLAY
PENNSYLVANIA
SOO LINE
WILDWOOD

SATURDAY
HYACINTH
SOO LINE
WILDWOOD

SUNDAY
HYACINTH

SUNDAY and HOLIDAYS

EASTBOUND				WESTBOUND			
Leave 7th and Wabasha	Arrive No. St. Paul Henry St.	Arrive Wild-wood	Arrive Mahto-medi	Leave Mahto-medi	Leave Wild-wood	Leave No. St. Paul Henry St.	Arrive 7th and Wabasha
7:00	7:34	7:39	7:45	8:01	8:08	8:13	8:50
8:00	8:37	8:42	------	------	9:08	9:13	9:50
9:00	9:37	9:42	9:48	10:01	10:08	10:13	10:50
10:00	10:37	10:42	------	------	11:08	11:13	11:50
11:00	11:37	11:42	11:48	12:01	12:08	12:13	12:50
12:00	12:37	12:42	12:48	1:01	1:08	1:13	1:50
1:00	1:37	1:42	1:48	2:01	2:08	2:13	2:50
2:00	2:37	2:42	2:48	3:01	3:08	3:13	3:50
3:00	3:37	3:42	3:48	4:01	4:08	4:13	4:50
4:00	4:37	4:42	------	------	5:08	5:13	5:50
5:00	5:37	5:42	5:48	6:01	6:08	6:13	6:50
6:00	6:37	6:42	------	------	7:08	7:13	7:50
7:00	7:37	7:42	7:48	8:01	8:08	8:13	8:50
8:00	8:37	8:42	8:48	9:01	9:08	9:13	9:50
9:00	9:37	9:42	9:48	10:01	10:08	10:13	10:50
10:00	10:37	10:42	10:48	11:13	11:20	11:25	12:00
11:00	11:37	11:42	11:48	‡12:09	12:15	12:20	1:00
12:30	1:03	1:08	1:14	‡1:14	1:20	1:26	2:00

‡Transfer passengers to locals at Duluth Avenue.

NO. 98—IN EFFECT NOV. 12, 1939.

TWIN CITY LINES

The Minneapolis & St. Paul Suburban R. R. Co.

St. Paul
North St. Paul
Wildwood Park
Mahtomedi

ZONES		Miles	City Fare
1	7th & Wabasha ..		.10 Cash
	City Limits ...	5.97	.07½ Token
2	Division St.	8.74	.06 plus City Fare
3	Wildwood	11.30	
	Mahtomedi	13.24	.12 " " "

For information regarding service or routing call INFORMATION DEPT.

St. Paul Cedar 7381

These Time Tables supersede all others and are subject to change and correction without notice to the public. The Company will not be responsible for errors in these Time Tables.

F. R. BJORCK, General Superintendent
No. 553 Wabasha St., St. Paul
Telephone Cedar 7381

WEEKDAY

EASTBOUND				WESTBOUND			
Leave 7th and Wabasha	Arrive No. St. Paul Henry St.	Arrive Wild-wood	Arrive Mahto-medi	Leave Mahto-medi	Leave Wild-wood	Leave No. St. Paul Henry St.	Arrive 7th and Wabasha
*4:54	5:13	5:19	5:25	5:26	5:33	5:38	6:15
------	------	------	------	------	------	6:09	6:45
*5:45	6:05	6:12	6:18	------	------	6:23	7:00
*5:56	6:18	------	------	6:25	6:32	6:37	7:16
------	------	------	------	------	------	6:56	7:34
*6:05	6:26	6:32	6:38	------	------	7:01	7:39
*6:26	6:51	7:01	7:07	6:54	7:01	7:06	7:44
7:04	7:41	7:47	7:53	7:25	7:32	7:37	8:16
7:47	8:23	8:30	8:36	8:02	8:09	8:14	8:51
8:33	9:09	------	------	8:54	9:01	9:06	9:43
9:03	9:39	9:46	9:52	------	------	9:36	10:13
10:02	10:38	10:45	10:52	10:09	10:16	10:21	10:58
11:02	11:38	11:45	11:51	11:09	11:16	11:21	11:58
12:02	12:38	12:45	12:51	12:09	12:16	12:21	12:58
1:02	1:38	1:45	1:51	1:09	1:16	1:21	1:58
2:01	2:37	2:47	2:53	2:04	2:11	2:16	2:57
3:01	3:40	3:47	3:53	3:04	3:11	3:16	3:57
3:55	4:33	4:40	4:46	4:05	4:12	4:17	4:54
4:15	4:51	5:00	5:06	4:53	5:00	5:05	5:44
4:34	5:14	------	------	------	------	5:22	5:59
4:50	5:32	------	------	5:17	5:24	5:29	6:07
5:06	5:46	5:53	5:59	------	------	5:37	6:15
------	------	------	------	------	------	6:05	6:42
5:26	6:04	------	------	------	------	6:14	6:52
5:42	6:23	6:30	6:36	6:23	6:30	6:35	7:15
6:06	6:44	6:51	6:57	6:44	6:51	6:56	7:31
6:30	7:05	7:16	------	7:09	7:16	7:21	8:01
7:00	7:34	7:39	7:45	7:59	8:06	8:11	8:46
8:00	8:34	8:39	8:45	8:59	9:06	9:11	9:46
9:00	9:34	9:39	9:45	9:59	10:06	10:11	10:46
10:00	10:34	10:39	10:45	10:53	11:00	11:05	11:40
11:00	11:34	11:39	11:45	‡12:09	12:15	12:20	1:00
12:30	1:03	1:08	1:14	‡1:14	1:20	1:25	2:00

*Leave Duluth Avenue.

‡Transfer passengers to locals at Duluth Avenue.

SATURDAY

EASTBOUND				WESTBOUND			
Leave 7th and Wabasha	Arrive No. St. Paul Henry St.	Arrive Wild-wood	Arrive Mahto-medi	Leave Mahto-medi	Leave Wild-wood	Leave No. St. Paul Henry St.	Arrive 7th and Wabasha
*4:54	5:13	5:19	5:25	5:26	5:33	5:37	6:15
------	------	------	------	------	------	6:09	6:45
*5:45	6:05	6:12	6:18	------	------	6:23	7:00
*5:56	6:18	------	------	6:25	6:32	6:37	7:16
*6:05	6:26	6:32	6:38	------	------	7:01	7:39
------	------	------	------	6:54	7:01	7:06	7:44
*6:26	6:51	7:01	7:07	7:25	7:32	7:37	8:16
7:04	7:41	7:47	7:53	8:02	8:09	8:14	8:51
7:45	8:23	8:30	8:36	8:54	9:01	9:06	9:43
8:33	9:09	------	------	------	------	9:36	10:13
9:03	9:39	9:46	9:52	10:09	10:16	10:21	10:58
10:02	10:38	10:45	------	------	11:16	11:21	11:58
11:02	11:38	11:45	11:51	12:04	12:11	12:16	12:53
12:02	12:38	12:45	12:51	1:04	1:11	1:16	1:53
1:02	1:38	1:44	1:50	1:54	2:01	2:06	2:43
1:52	2:28	2:34	2:40	2:53	3:00	3:05	3:43
2:42	3:23	3:29	------	------	3:46	3:51	4:28
3:32	4:08	4:14	4:20	4:39	4:46	4:51	5:28
4:02	4:38	4:46	4:52	5:09	5:16	5:21	5:58
4:32	5:08	5:16	5:22	5:39	5:46	5:51	6:31
5:02	5:38	5:46	5:52	‡6:07	6:14	6:19	7:07
5:32	6:08	6:14	6:20	6:28	6:35	6:40	7:17
6:02	6:42	6:48	6:54	6:58	7:06	7:11	7:46
6:24	7:00	7:06	------	------	7:20	7:25	8:01
7:00	7:34	7:39	7:45	7:59	8:06	8:11	8:46
8:00	8:34	8:39	8:45	8:59	9:06	9:11	9:46
9:00	9:34	9:39	9:45	9:59	10:06	10:11	10:46
10:00	10:34	10:39	10:45	10:53	11:00	11:05	11:40
11:00	11:34	11:39	11:45	‡12:09	12:15	12:20	1:00
12:30	1:03	1:08	1:14	‡1:14	1:20	1:25	2:00

*Leave Duluth Avenue.

‡Transfer passengers to locals at Duluth Avenue.

No. 109—IN EFFECT FEBRUARY 3, 1944

SUNDAY and HOLIDAYS

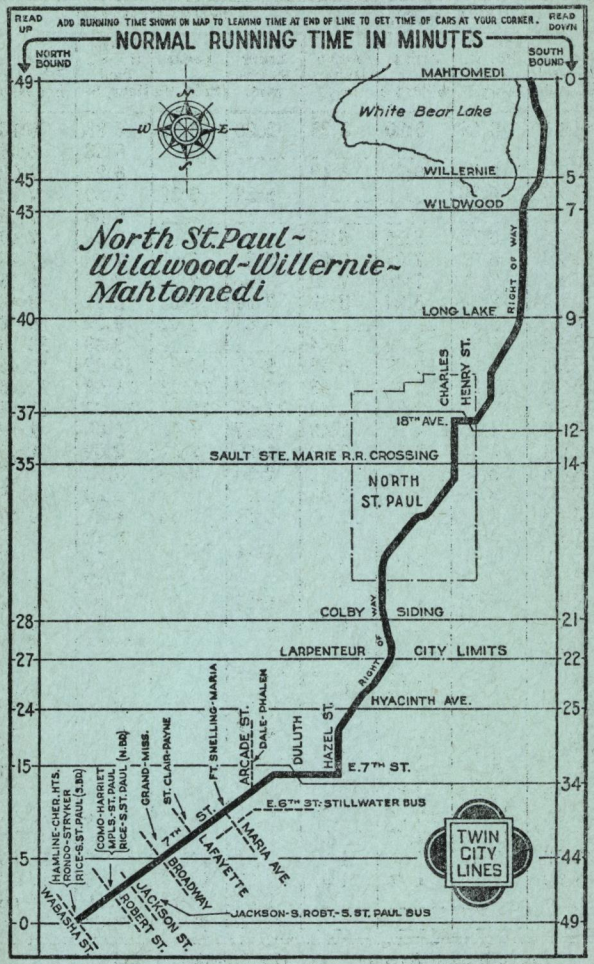
EASTBOUND				WESTBOUND			
Leave 7th and Wabasha	Arrive No. St. Paul Henry St.	Arrive Willernie	Arrive Mahtomedi	Leave Mahtomedi	Leave Willernie	Leave No. St. Paul Henry St.	Arrive 7th and Wabasha
7:00	7:33	7:41	7:46	8:01	8:06	8:13	8:50
8:00	8:36	8:44	8:49	9:01	9:06	9:13	9:50
9:00	9:36	9:44	9:49	10:01	10:06	10:13	10:50
10:00	10:36	10:44	10:49	11:01	11:06	11:13	11:50
11:00	11:36	11:44	11:49	12:01	12:06	12:13	12:50
12:00	12:36	12:44	12:49	1:01	1:06	1:13	1:50
1:00	1:36	1:44	1:49	2:01	2:06	2:13	2:50
2:00	2:36	2:44	2:49	3:01	3:06	3:13	3:50
3:00	3:36	3:44	3:49	4:01	4:06	4:13	4:50
4:00	4:36	4:44	4:49	5:01	5:06	5:13	5:50
5:00	5:36	5:44	5:49	6:01	6:06	6:13	6:50
6:00	6:36	6:44	6:49	7:01	7:06	7:13	7:50
7:00	7:36	7:44	7:49	8:01	8:06	8:13	8:50
8:00	8:36	8:44	8:49	9:01	9:06	9:13	9:50
9:00	9:36	9:44	9:49	10:01	10:06	10:13	10:50
10:00	10:36	10:44	10:49	11:13	11:18	11:25	12:00
11:00	11:36	11:44	11:49	12:08	12:13	12:20	12:56
12:15	12:49	12:57	1:02	1:07	1:12	1:19	1:56
1:00	1:36	1:44	1:49	†1:50	†1:55	†2:02	------

†To Duluth Ave. only.

ZONES		Miles	City Fare
1	7th & Wabasha ..		.10 Cash
	City Limits ...	5.97	.07½ Token
2	Division St.	8.74	.06 plus City Fare
3	Willernie	11.42	
	Mahtomedi	13.24	.12 " " "

FOR INFORMATION CALL CEDAR 7381

SCHEDULE SUBJECT TO CHANGE WITHOUT NOTICE



WEEKDAY

EASTBOUND				WESTBOUND			
Leave 7th and Wabasha	Arrive No. St. Paul Henry St.	Arrive Willernie	Arrive Mahto-medi	Leave Mahto-medi	Leave Willernie	Leave No. St. Paul Henry St.	Arrive 7th and Wabasha
*4:54	5:12	5:20	5:25	5:26	5:31	5:38	6:15
------	------	------	------	------	------	6:08	6:44
*5:45	6:05	6:13	6:18	------	------	6:25	7:02
*5:56	6:18	------	------	6:27	6:32	6:39	7:20
------	------	------	------	------	------	6:56	7:35
*6:05	6:28	6:35	6:40	------	------	7:01	7:40
*6:28	6:51	7:02	7:07	6:54	6:59	7:06	7:45
7:04	7:41	7:48	7:53	7:25	7:30	7:37	8:16
7:43	8:20	8:27	8:32	7:59	8:04	8:11	8:48
8:37	9:17	------	------	8:57	9:02	9:09	9:46
8:55	9:31	9:39	9:44	------	------	9:39	10:16
9:54	10:30	10:38	10:43	9:57	10:02	10:09	10:46
10:54	11:30	11:38	11:43	10:57	11:02	11:09	11:46
11:54	12:30	12:38	12:43	11:57	12:02	12:09	12:46
12:54	1:30	1:38	1:43	12:57	1:02	1:09	1:46
1:54	2:30	2:38	2:43	1:57	2:02	2:09	2:46
2:24	3:01	------	------	2:54	2:59	3:06	3:43
2:54	3:30	3:38	3:43	------	------	3:12	3:49
3:18	3:55	------	------	3:59	4:04	4:11	4:48
3:54	4:34	4:42	4:47	------	------	4:17	4:56
4:12	4:53	5:01	5:06	4:53	4:58	5:05	5:45
4:35	5:14	------	------	------	------	5:22	5:59
4:52	5:32	------	------	5:17	5:22	5:29	6:07
5:06	5:46	5:54	5:59	------	------	5:43	6:23
------	------	------	------	------	------	‡5:56	6:42
5:24	6:07	------	------	------	6:09	6:14	6:52
5:42	6:23	6:31	6:36	------	------	6:26	7:04
6:04	6:44	6:52	6:57	6:23	6:28	6:35	7:18
6:30	7:06	------	------	6:44	6:49	6:56	7:33
7:15	7:49	7:57	8:02	------	------	7:08	7:48
8:15	8:49	8:57	9:02	7:14	7:19	7:26	8:03
9:15	9:49	9:57	10:02	8:14	8:19	8:26	9:03
10:15	10:49	10:57	11:02	9:14	9:19	9:26	10:03
11:15	11:49	11:57	12:02	10:14	10:19	10:26	11:03
12:15	12:49	12:57	1:02	11:11	11:16	11:23	12:00
1:00	1:36	1:44	1:49	12:08	12:13	12:20	12:56
------	------	------	------	1:07	1:12	1:19	1:56
------	------	------	------	†1:50	†1:55	†2:02	------

*Leave Duluth Avenue. †To Duluth Ave. only.
‡Transfer passengers to locals at Duluth Avenue.

SATURDAY

EASTBOUND				WESTBOUND			
Leave 7th and Wabasha	Arrive No. St. Paul Henry St.	Arrive Willernie	Arrive Mahto-medi	Leave Mahto-medi	Leave Willernie	Leave No. St. Paul Henry St.	Arrive 7th and Wabasha
*4:54	5:12	5:20	5:25	5:26	5:31	5:38	6:15
------	------	------	------	------	------	6:09	6:45
*5:45	6:05	6:13	6:18	------	------	6:25	7:02
*5:56	6:18	------	------	6:27	6:32	6:39	7:18
*6:05	6:28	6:35	6:40	------	------	7:00	7:38
------	------	------	------	6:54	6:59	7:06	7:44
*6:28	6:51	7:02	7:07	7:24	7:29	7:36	8:14
7:04	7:40	7:48	7:53	8:02	8:07	8:14	8:51
7:47	8:23	8:31	8:36	8:45	8:50	8:57	9:36
8:40	9:18	------	------	------	------	9:35	10:13
9:02	9:38	9:46	9:51	9:54	9:59	10:06	10:43
9:55	10:31	10:39	10:44	10:54	10:59	11:06	11:43
10:55	11:31	11:39	11:44	11:57	12:02	12:09	12:46
12:02	12:38	12:46	12:51	1:03	1:08	1:15	1:52
12:32	1:08	------	------	------	------	1:45	2:22
1:02	1:38	1:46	1:51	2:03	2:08	2:15	2:52
1:32	2:08	------	------	------	------	2:45	3:22
2:02	2:38	2:46	2:51	3:03	3:08	3:15	3:52
2:32	3:08	------	------	------	------	3:45	4:22
3:02	3:38	3:46	3:51	4:09	4:13	4:20	4:58
3:32	4:08	4:16	4:21	4:39	4:43	4:50	5:28
4:02	4:38	4:46	4:51	5:08	5:13	5:20	5:58
4:32	5:08	5:16	5:21	5:38	5:43	5:50	6:31
5:02	5:38	5:46	5:51	‡5:53	5:58	6:05	6:55
5:32	6:08	6:15	6:20	6:28	6:23	6:40	7:19
6:10	6:51	6:58	7:03	7:16	7:21	7:28	8:07
6:40	7:16	7:24	------	------	7:37	7:42	8:19
7:15	7:53	8:00	8:06	8:14	8:19	8:26	9:03
8:15	8:49	8:57	9:02	9:14	9:19	9:26	10:03
9:15	9:49	9:57	10:02	10:14	10:19	10:26	11:03
10:15	10:49	10:57	11:02	11:11	11:16	11:23	12:00
11:15	11:49	11:57	12:02	12:08	12:13	12:20	12:56
12:15	12:49	12:57	1:02	1:07	1:12	1:19	1:56
1:00	1:36	1:44	1:49	†1:50	†1:55	†2:02	------

*Leave Duluth Avenue. †To Duluth Ave. only.
‡Transfer passengers to locals at Duluth Avenue.

MEETING POINTS:
HYACINTH - COLBY & SOO LINE - WILDWOOD
- PENNSYLVANIA -

Form 240 5000 7-50 TCL

TRAIN ORDER BLANK

The Minneapolis & St. Paul Suburban R. R. Company

Train Order No. _____ _____ 19____

LINE	POS.	SEC.	DIR.	AT	TIME

MEET _____ at _____ in _____ SEC.

MEET _____ at _____ in _____ SEC.

MEET _____ at _____ in _____ SEC.

MEET _____ at _____ in _____ SEC.

MEET _____ at _____ in _____ SEC.

Report for Orders _____ at _____
Direction

REMARKS

OPERATOR	TRAIN	COMPLETE	DISPATCHER

Form 315 9-50 15 Bks. TCL

TRAIN ORDER BLANK

THE MINNEAPOLIS & ST. PAUL SUBURBAN RAILROAD COMPANY

Train Order No.....Issued to Opr. Date..... 19....

Line	Train	Position	Sec.	Direction	At	Time

Meet train at in Sec.

Meet train at in Sec.

Meet train at in Sec.

Meet train at in Sec.

Meet train at in Sec.

Meet train at in Sec.

You will have.....Sec.....from.....to.....

You will report for orders.....at.....
(Direction)

Annulled }
Superceded } by Train Order No.....At.....At.....M

REMARKS

Operator	Train	Complete at	Dispatcher

No. 111—IN EFFECT DECEMBER 21, 1944

SUNDAY and HOLIDAYS

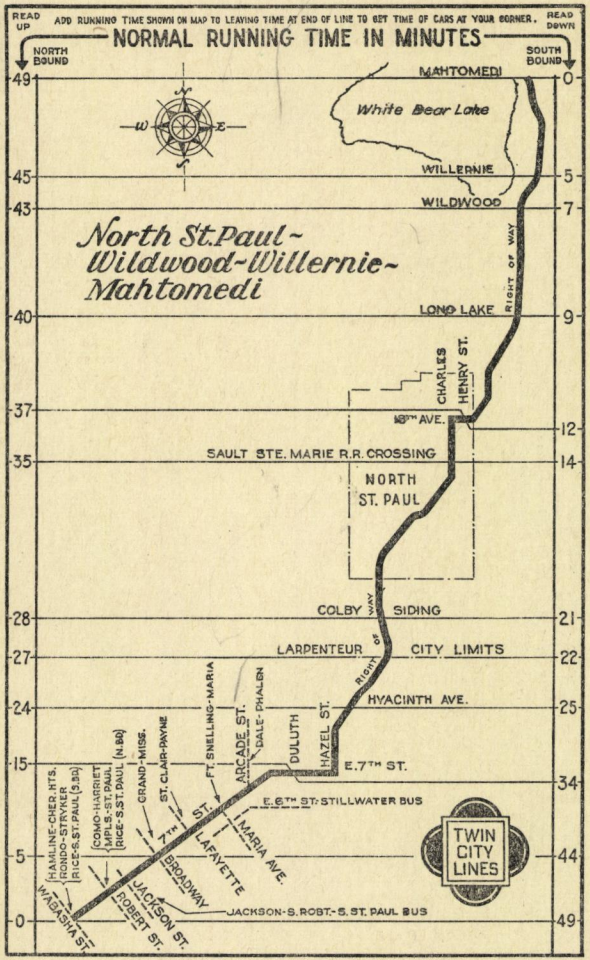
EASTBOUND				WESTBOUND			
Leave 7th and Wabasha	Arrive No. St. Paul Henry St.	Arrive Willernie	Arrive Mahto-medi	Leave Mahto-medi	Leave Willernie	Leave No. St. Paul Henry St.	Arrive 7th and Wabasha
7:00	7:34	7:42	7:48	7:59	8:05	8:11	8:50
8:00	8:37	8:45	8:51	8:59	9:05	9:11	9:50
9:00	9:37	9:45	9:51	9:59	10:05	10:11	10:50
10:00	10:37	10:45	10:51	10:59	11:05	11:11	11:50
11:00	11:37	11:45	11:51	11:59	12:05	12:11	12:50
12:00	12:37	12:45	12:51	12:59	1:05	1:11	1:50
1:00	1:37	1:45	1:51	1:59	2:05	2:11	2:50
2:00	2:37	2:45	2:51	2:59	3:05	3:11	3:50
3:00	3:37	3:45	3:51	3:59	4:05	4:11	4:50
4:00	4:37	4:45	4:51	4:59	5:05	5:11	5:50
5:00	5:37	5:45	5:51	5:59	6:05	6:11	6:50
6:00	6:37	6:45	6:51	6:59	7:05	7:11	7:50
7:00	7:37	7:45	7:51	7:59	8:05	8:11	8:50
8:00	8:37	8:45	8:51	8:59	9:05	9:11	9:50
9:00	9:37	9:45	9:51	9:59	10:05	10:11	10:50
10:00	10:37	10:45	10:51	11:11	11:17	11:23	12:00
11:15	11:52	12:00	12:06	12:07	12:13	12:19	12:56
12:10	12:45	12:53	12:59	‡1:04	‡1:10	‡1:16	1:56
1:00	1:39	1:47	1:53	‡1:54	‡2:00	‡2:06	2:56

‡Transfer passengers to locals at Duluth Ave.

ZONES		Miles	City Fare
1	7th & Wabasha ..		{ .10 Cash
	City Limits...	5.97	{ .07½ Token
2	Division St.....	8.74	.06 plus City Fare
3	Willernie.....	11.42	{
	Mahtomedi.....	13.24	{ .12 " " "

FOR INFORMATION CALL CEDAR 7381

SCHEDULE SUBJECT TO CHANGE WITHOUT NOTICE



WEEKDAY

EASTBOUND				WESTBOUND			
Leave 7th and Wabasha	Arrive No. St. Paul Henry St.	Arrive Willernie	Arrive Mahtomedi	Leave Mahtomedi	Leave Willernie	Leave No. St. Paul Henry St.	Arrive 7th and Wabasha
*4:45	5:06	5:14	5:20	5:24	5:30	5:36	6:15
5:00	5:34	5:42	5:48	6:03	6:09	6:15	6:56
*5:52	6:13	6:21	6:27	6:39	6:45	6:51	7:30
*6:24	6:45	------	------	------	------	6:56	7:35
6:53	7:30	7:38	7:44	6:49	6:55	7:01	7:40
7:57	8:34	8:42	8:48	------	------	7:37	8:16
8:55	9:32	9:40	9:46	7:57	8:03	8:09	8:48
9:54	10:31	10:39	10:45	8:55	9:01	9:07	9:46
10:54	11:31	11:39	11:45	9:55	10:01	10:07	10:46
11:54	12:31	12:39	12:45	10:55	11:01	11:07	11:46
12:54	1:31	1:39	1:45	11:55	12:01	12:07	12:46
1:54	2:31	2:39	2:45	12:55	1:01	1:07	1:46
2:24	3:01	------	------	1:55	2:01	2:07	2:46
3:02	3:39	3:47	3:53	2:58	3:04	3:10	3:49
3:33	4:12	------	------	------	------	3:13	3:55
4:06	4:45	4:53	4:59	------	------	4:17	4:56
4:30	5:09	------	------	4:07	4:13	4:19	5:00
5:10	5:49	5:57	6:03	-----	------	5:13	5:52
5:24	6:03	------	------	------	------	5:16	5:55
5:41	6:20	------	------	5:12	5:18	5:24	6:03
6:10	6:49	6:57	7:03	------	------	6:23	7:04
7:15	7:50	7:58	8:04	6:39	6:45	6:51	7:33
8:15	8:50	8:58	9:04	7:11	7:17	7:23	8:03
9:15	9:50	9:58	10:04	8:13	8:19	8:25	9:03
10:15	10:50	10:58	11:04	9:13	9:19	9:25	10:03
11:15	11:50	11:58	12:04	10:13	10:19	10:25	11:03
12:10	12:45	12:53	12:59	11:10	11:16	11:22	12:00
1:00	1:39	1:47	1:53	12:07	12:13	12:19	12:56
------	------	------	------	‡1:04	‡1:10	‡1:16	1:56
------	------	------	------	‡1:54	‡2:00	‡2:06	2:56
------	------	------	------	------	------	------	------
------	------	------	------	------	------	------	------
------	------	------	------	------	------	------	------
------	------	------	------	------	------	------	------

*Leave Duluth Avenue. †To Duluth Ave. only.
‡Transfer passengers to locals at Duluth Avenue.

SATURDAY

EASTBOUND				WESTBOUND			
Leave 7th and Wabasha	Arrive No. St. Paul Henry St.	Arrive Willernie	Arrive Mahtomedi	Leave Mahtomedi	Leave Willernie	Leave No. St. Paul Henry St.	Arrive 7th and Wabasha
*4:45	5:06	5:14	5:20	5:24	5:30	5:36	6:15
5:00	5:34	------	------	------	------	6:15	6:54
*5:52	6:13	6:21	6:27	6:41	6:47	6:53	7:32
6:13	6:49	------	------	------	------	7:05	7:44
6:55	7:32	7:40	7:46	------	------	7:42	8:21
7:57	8:34	8:42	8:48	7:52	7:58	8:04	8:43
8:25	9:09	------	------	9:00	9:06	9:12	9:51
9:02	9:39	9:47	9:53	------	------	9:42	10:21
10:02	10:39	10:47	10:53	10:00	10:06	10:12	10:51
11:02	11:39	11:47	11:53	11:00	11:06	11:12	11:51
12:02	12:39	12:47	12:53	12:01	12:07	12:13	12:52
12:32	1:09	------	------	1:01	1:07	1:13	1:52
1:02	1:39	1:47	1:53	------	------	1:43	2:22
1:32	2:09	------	------	2:01	2:07	2:13	2:52
2:02	2:39	2:47	2:53	------	------	2:43	3:22
2:32	3:09	------	------	3:01	3:07	3:13	3:52
3:02	3:39	3:47	3:53	------	------	3:43	4:22
3:32	4:09	------	------	4:01	4:07	4:13	4:52
4:02	4:39	4:47	4:53	------	------	4:43	5:22
4:32	5:09	------	------	5:01	5:07	5:13	5:52
5:02	5:39	5:47	5:53	------	------	5:42	6:21
5:32	6:09	------	------	6:04	6:10	6:16	6:55
6:08	6:45	6:53	6:59	------	------	6:53	7:31
6:40	7:17	------	------	7:14	7:20	7:26	8:07
7:15	7:52	8:00	8:06	8:13	8:19	8:25	9:03
8:15	8:50	8:58	9:04	9:13	9:19	9:25	10:03
9:15	9:50	9:58	10:04	10:13	10:19	10:25	11:03
10:15	10:50	10:58	11:04	11:10	11:16	11:22	12:00
11:15	11:50	11:58	12:04	12:08	12:14	12:20	12:56
12:10	12:45	12:53	12:59	‡1:04	‡1:10	‡1:16	1:56
1:00	1:39	1:47	1:53	‡1:54	‡2:00	‡2:06	2:56
------	------	------	------	------	------	------	------
------	------	------	------	------	------	------	------
------	------	------	------	------	------	------	------

*Leave Duluth Avenue. †To Duluth Ave. only.
‡Transfer passengers to locals at Duluth Avenue.

Last Timetable

No. 125—IN EFFECT AUGUST 18, 1951

SUNDAY

EASTBOUND				WESTBOUND			
Leave 7th and Wabasha	Arrive No. St. Paul Henry St.	Arrive Willernie	Arrive Mahtomedi	Leave Mahtomedi	Leave Willernie	Leave No. St. Paul Henry St.	Arrive 7th and Wabasha
AM 7:00	7:36	7:42	7:48	AM 7:59	8:05	8:12	8:50
8:00	8:38	8:45	8:51	8:59	9:05	9:12	9:50
9:00	9:38	9:45	9:51	9:59	10:05	10:12	10:50
10:00	10:38	10:45	10:51	10:59	11:05	11:12	11:50
11:00	11:38	11:45	11:51	11:59	12:05	12:12	12:50
12:00	12:38	12:45	12:51	PM 12:59	1:05	1:12	1:50
PM 1:00	1:38	1:45	1:51	1:59	2:05	2:12	2:50
2:00	2:38	2:45	2:51	2:59	3:05	3:12	3:50
3:00	3:38	3:45	3:51	3:59	4:05	4:12	4:50
4:00	4:38	4:45	4:51	4:59	5:05	5:12	5:50
5:00	5:38	5:45	5:51	5:59	6:05	6:12	6:50
6:00	6:38	6:45	6:51	6:59	7:05	7:12	7:50
7:00	7:38	7:45	7:51	7:59	8:05	8:12	8:50
8:00	8:38	8:45	8:51	8:59	9:05	9:12	9:50
9:00	9:38	9:45	9:51	9:59	10:05	10:12	10:50
10:00	10:38	10:45	10:51	11:11	11:17	11:24	12:00
11:20	11:58	12:05	12:11	†12:33	†12:39	†12:46	———
AM 12:10	12:46	12:53	12:59	1:04	1:10	1:17	1:56
1:00	1:40	1:47	1:53	11:54	12:00	12:07	2:56

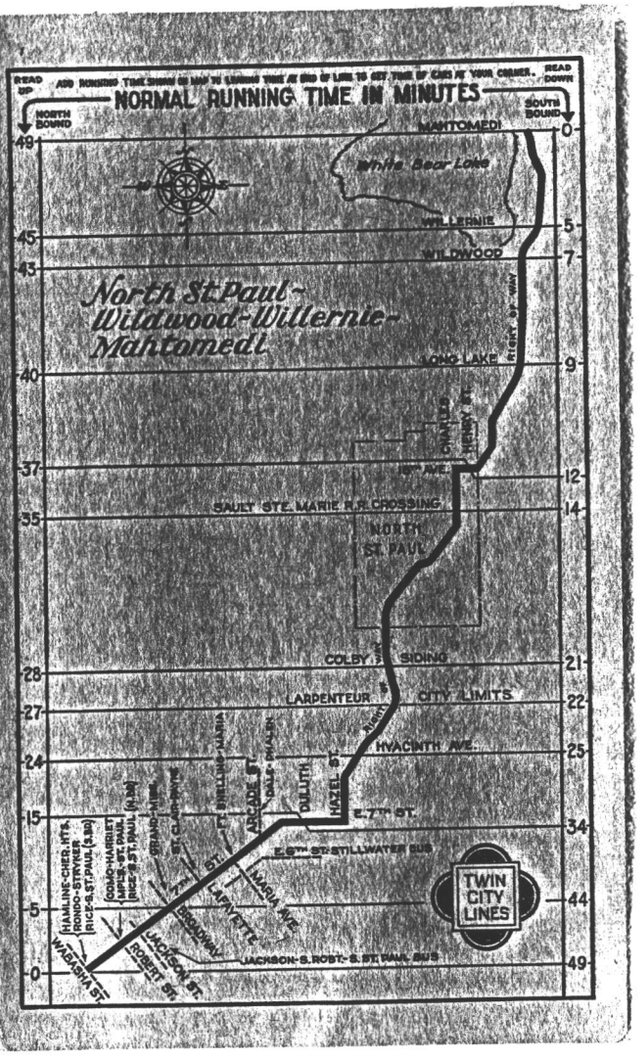
‡Transfer passengers to locals at Duluth Ave.
† To Duluth Ave. only.

ZONE		Miles	City Fare
1	7th & Wabasha .. City Limits ...	5.97	St. Paul Fare
2	Division St.	8.74	.06 plus St. Paul Fare
3	Willernie.	11.42	.12 " " "
8	Mahtomedi	18.24	

SUNDAY SCHEDULE ON FOLLOWING HOLIDAYS
NEW YEARS, MEMORIAL DAY, 4th of JULY, LABOR DAY, THANKSGIVING and CHRISTMAS

FOR INFORMATION CALL CEDAR 7381

SCHEDULE SUBJECT TO CHANGE WITHOUT NOTICE



WEEKDAY

EASTBOUND				WESTBOUND			
Leave 7th and Wabasha	Arrive No. St. Paul Henry St.	Arrive Willernie	Arrive Mahto-medi	Leave Mahto-medi	Leave Willernie	Leave No. St. Paul Henry St.	Arrive 7th and Wabasha
AM *4:45	5:07	5:14	5:20	AM 5:24	5:30	5:37	6:15
5:00	5:37	5:44	5:50	6:01	6:07	6:14	6:56
*5:52	6:14	6:21	6:27	------	------	6:44	7:26
6:00	6:42	------	------	------	------	6:55	7:37
6:53	7:35	7:42	7:48	6:46	6:52	7:00	7:42
7:37	8:18	8:25	8:31	------	------	7:05	7:47
8:55	9:33	9:40	9:46	7:21	7:27	7:35	8:16
9:54	10:32	10:39	10:45	8:04	8:10	8:18	8:56
10:54	11:32	11:39	11:45	8:55	9:01	9:08	9:46
11:54	12:32	12:39	12:45	9:55	10:01	10:08	10:46
PM 12:54	1:32	1:39	1:45	10:55	11:01	11:08	11:46
1:54	2:32	2:39	2:45	11:55	12:01	12:08	12:46
2:30	3:08	------	------	PM 12:55	1:01	1:08	1:46
3:02	3:40	3:47	3:53	1:55	2:01	2:08	2:46
3:33	4:11	------	------	2:56	3:02	3:09	3:49
4:09	4:50	------	------	------	------	3:42	4:23
4:09	4:50	4:57	5:03	------	------	4:22	4:59
4:40	5:20	------	------	4:07	4:15	4:22	5:03
5:10	5:50	------	------	5:11	5:17	5:25	6:07
5:10	5:50	5:57	6:03	------	------	6:23	7:04
5:10	5:50	5:57	------	6:37	6:43	6:50	7:33
5:28	6:07	------	------	------	------	7:08	7:48
5:40	6:19	------	------	7:13	7:19	7:26	8:03
6:10	6:50	------	------	8:13	8:19	8:26	9:03
6:10	6:50	6:57	7:03	9:13	9:19	9:26	10:03
7:15	7:51	7:58	8:04	10:13	10:19	10:26	11:03
8:15	8:51	8:58	9:04	11:10	11:16	11:23	12:00
9:15	9:51	9:58	10:04	AM 12:07	12:13	12:20	12:56
10:15	10:51	10:58	11:04	1:04	1:10	1:17	1:56
11:15	11:51	11:58	12:04	‡1:54	‡2:00	‡2:07	2:56
AM 12:15	12:51	12:58	1:04	------	------	------	------
1:00	1:40	1:47	1:53	------	------	------	------
------	------	------	------	------	------	------	------
------	------	------	------	------	------	------	------

*Leave Duluth Avenue. †To Duluth Ave. only.
‡Transfer passengers to locals at Duluth Avenue.

SATURDAY

EASTBOUND				WESTBOUND			
Leave 7th and Wabasha	Arrive No. St. Paul Henry St.	Arrive Willernie	Arrive Mahto-medi	Leave Mahto-medi	Leave Willernie	Leave No. St. Paul Henry St.	Arrive 7th and Wabasha
AM* 4:45	5:07	5:14	5:20	AM 5:24	5:30	5:37	6:15
5:00	5:37	5:44	5:50	6:01	6:07	6:14	6:55
*5:52	6:14	6:21	6:27	------	------	6:47	7:25
6:00	6:40	------	------	6:39	6:45	6:53	7:35
6:55	7:36	7:43	7:49	------	------	7:03	7:45
7:35	8:14	8:21	8:27	7:22	7:28	7:36	8:15
8:25	9:03	------	------	7:58	8:04	8:14	8:55
9:02	9:40	9:47	9:53	9:01	9:07	9:14	9:52
10:02	10:40	10:47	10:53	------	------	9:44	10:22
11:02	11:40	11:47	11:53	10:01	10:07	10:14	10:52
PM 12:02	12:40	12:47	12:53	11:01	11:07	11:14	11:52
12:32	1:10	------	------	PM 12:01	12:07	12:14	12:52
1:02	1:40	1:47	1:53	1:01	1:07	1:14	1:52
1:32	2:10	------	------	------	------	1:44	2:22
2:02	2:40	2:47	2:53	2:01	2:07	2:14	2:52
2:32	3:10	------	------	------	------	2:44	3:22
3:02	3:40	3:47	3:53	3:01	3:07	3:14	3:52
3:32	4:10	------	------	------	------	3:44	4:22
4:02	4:40	4:47	4:53	4:01	4:07	4:14	4:52
4:32	5:10	------	------	------	------	4:44	5:22
5:02	5:40	5:47	5:53	5:01	5:07	5:14	5:52
5:32	6:10	------	------	------	------	5:41	6:18
6:10	6:50	6:57	7:03	6:11	6:17	6:24	7:03
7:15	7:51	7:58	8:04	7:13	7:19	7:26	8:03
8:15	8:51	8:58	9:04	8:13	8:19	8:26	9:03
9:15	9:51	9:58	10:04	9:13	9:19	9:26	10:03
10:15	10:51	10:58	11:04	10:13	10:19	10:26	11:03
11:15	11:51	11:58	12:04	11:10	11:16	11:23	12:00
AM 12:15	12:51	12:58	1:04	AM 12:08	12:14	12:21	12:56
1:00	1:40	1:47	1:53	1:04	1:10	1:17	1:56
------	------	------	------	‡1:54	‡2:00	‡2:07	2:56
------	------	------	------	------	------	------	------
------	------	------	------	------	------	------	------

*Leave Duluth Avenue. †To Duluth Ave. only.
‡Transfer passengers to locals at Duluth Avenue

HAZEL PARK-MAHTOMEDI LINE
Kirt Blewett 1946-1951

Most of my time working out of Duluth Ave. Station was on the extra board with an occasional run to Mahtomedi. I did, however, fall heir to a regular relief run that made one trip to Mahtomedi on Thursdays and Fridays. My run was the second section of a three car train departing 7th and Wabasha Streets at 5:10 p. m. The first and second sections displayed green signals. The first section went only to Henry St., North St.Paul, backed into the wye, and departed for St.Paul after the second and third section arrived and departed. My run continued on to Mahtomedi, while the now second section went only to Willernie, backed into the wye, and waited to follow my westbound run back to Duluth Ave. Station as a pull-in. My westbound run continued on to the Ford Plant as a "Randolph-Hazel Park" car.

I really loved working on the Mahtomedi line because it was the next best thing to the old Stillwater line, single track, and you were out in the country and could really go [fast].

Not used from 1947 onward.

About the Mahtomedi line sidings, Colby, Henry St., and Wildwood remained to the end. Colby siding had the trolley wire switch frogs removed which required changing the trolley pole over to the siding trolley wire if necessary to use the siding. Work trains on the line were moved by train orders only. Each regular run had a timetable card which showed schedule, position, if operating as part of a multi-run train, and all single track meets. All meets were positive unless superseded by written train orders. Weekday and Saturday meets were made at Ivy Ave. (end of double track) and Henry St. On Sundays and holidays there was hourly service to Mahtomedi which required only one car on the single track. The eastbound and westbound runs were scheduled to meet at Ivy Ave., end of double track. If the westbound "Randolph-Hazel Park" run was late, the eastbound "Hazel Park-Mahtomedi" run had to wait until the westbound arrived. Normally the westbound run was on time, so there was no delay.

8-1951

I almost forgot the question of what I was pointing to in the photo with the 1271 behind the regular Mahtomedi car. That was at Ivy, not Henry St. We were waiting for the inbound to come off the single track. Hope St. substation supplied power to the Mahtomedi line thru a regular feeder. Non rush hour and weekends, there was only one car out on the line at a time and there was sufficiant power.

However, during weekday rush hour service with as many as 5 or 6 cars on the line, the power drop was considerable. To correct this problem, a direct feeder was run to Ivy and tied in to the regular feeder. I was pointing to where the feeder tied into the line. Hope operator would cut the feeder in at the start of rush hour service and pull it after it was over. I worked a relief run with two days on Hazel Park-Mathomedi, my first trip being the 5:10PM Mahtomedi. I was the second car of the 5:10 three car train. Car #1 North St. Paul, Car # 2 me, Car # 3 Wilernie. Both the other cars turned and were off the line before I started back. Sometimes, Hope St didnot pulled the plug before I made it back to Ivy, so I had plenty of power and could roll about 50.

Kirt

Schedule for Railfan Trip
Sunday, Oct. 14, 1951

Lv. East Mpls. Sta.	10:15 AM	Henn. to 1st St. to 1st Av. N. to 3rd St. to Henn.
Lv. 3rd Street & Henn.	10:30	Via 3rd St. to 4th Ave. S. to Wash. Via Fort Snelling line to Fort Snelling.
Ar. Fort Snelling	11:07	

Group rides 11:13 trip on Fort Snelling shuttle car

Lv. Fort Snelling	11:37	Via Maria Fort Snelling line follow 11:37 Maria car. Also follow Mahtomedi train due at 7th & Randolph 11:49.
Lv. Wabasha	12:00 PM	
Lv. Duluth Sta.	12:15	Via Hazel Park Mahtomedi line.
Ar. Ivy Avenue	12:25	
Ar. Henry Street	1:07X	
Lv. Henry Street	1:12	Meet Randolph train due at 1:12.
Ar. Willernie	1:40	Take siding for Mahtomedi train due at 1:45.
Lv. Willernie	1:45	Mahtomedi train passes extra east at 1:45. Extra follows to Mahtomedi.
Ar. Mahtomedi	1:51	
Lv. Mahtomedi	1:59	Extra west leaves after Randolph train.
Ar. Henry Street	2:33X	
Lv. Henry Street	2:38	Meet Mahtomedi train due at 2:38
Lv. Ivy Avenue	2:51	
Lv. Duluth Sta.	3:00	7th St. to Broadway to 5th St. to Robert Street.
Lv. 6th St. & Robert	3:15	Via Como line to East Mpls. Sta.
Ar. East Mpls. Sta.	4:00	

Car #1270 - if possible.
Operator Blewett #3269

TRAIN ORDER BLANK

The Minneapolis & St. Paul Suburban R. R. Company

Train Order No. 4 Oct 14 19 51

LINE	POS.	SEC.	DIR.	AT	TIME
Mahtomedi	1	1	East	Henry St	112P

MEET at in SEC.

MEET at in SEC.

MEET at in SEC.

MEET at in SEC.

MEET at in SEC.

Report for Orders Direction at

REMARKS

OK to Willernie and clear for Eastbound at 148P

OPERATOR	TRAIN	COMPLETE	DISPATCHER
3269	1271	119P	R

TRAIN ORDER BLANK

The Minneapolis & St. Paul Suburban R. R. Company

Train Order No. 7 Oct 14 19 51

LINE	POS.	SEC.	DIR.	AT	TIME
Mahtomedi	2	2	East	Divy	1225P

MEET at in SEC.

MEET Clear at Henry for Westbound by 107P in SEC.

MEET at in SEC.

MEET at in SEC.

MEET at in SEC.

Report for Orders Direction at

REMARKS

2nd and last to Henry and report.

OPERATOR	TRAIN	COMPLETE	DISPATCHER
3269	1271	1228P	H

Form 249 5000 7-50 TCL

TRAIN ORDER BLANK

The Minneapolis & St. Paul Suburban R. R. Company

Train Order No. 6 Oct 14 19 51

LINE	POS.	SEC.	DIR.	AT	TIME
Mahtomedi	2	2	East	Willernie	145P

MEET at in SEC.

MEET at in SEC.

MEET at in SEC.

MEET at in SEC.

MEET at in SEC.

Report for Orders Direction at

REMARKS

2nd and last to Mahtomedi and report

OPERATOR	TRAIN	COMPLETE	DISPATCHER
3269	1271	148P	R

Form 240 5000 7-50 TCL

TRAIN ORDER BLANK

The Minneapolis & St. Paul Suburban R. R. Company

Train Order No. 8 Oct 14 19 51

LINE	POS.	SEC.	DIR.	AT	TIME
Mahtomedi	2	2	West	Mahtomedi	159P

MEET at in SEC.

MEET at in SEC.

MEET at in SEC.

MEET at in SEC.

MEET at in SEC.

Report for Orders Direction at

REMARKS

2nd. and last to Henry and report. Clear Cut 233

OPERATOR	TRAIN	COMPLETE	DISPATCHER
3269	1271	215P	R

Form 240 5000 7-50 TCL

TRAIN ORDER BLANK

The Minneapolis & St. Paul Suburban R. R. Company

Train Order No. 10 Oct 14 19 51

LINE	POS.	SEC.	DIR.	AT	TIME
Mahtomedi	1	1	West	Henry	238P

MEET at in SEC.

MEET at in SEC.

MEET at in SEC.

MEET at in SEC.

MEET at in SEC.

Report for Orders Direction at

REMARKS

Proceed to Dry and Report

OPERATOR	TRAIN	COMPLETE	DISPATCHER
3269	1271	240P	R

THE NIGHT #1241 DIDN'T MAKE IT

-Ken Johnson

This story first appeared in the May-June 1976 MTM Minnegazette.

I began my TCRT streetcar career in 1946 shortly after getting out of the Navy. The night was in January 1949. I was working a regular run on the Maria-Fort Snelling line. As I was cashing in for the day at Duluth Avenue Station the clerk asked me if I would work a "store extra" as the man marked up for it was ill. Always eager for extra pay, I agreed. The store extra, I was told, was to double head the 9:15 Mahtomedi. I was to be in front of the Mahtomedi and go only as far as North St. Paul.

The weather was mild for January; the temperature had been around the freezing mark all day. I was marked up for car #1241. I had always liked that particular car—it was smooth running, had good brakes and above all, it was warm.

I pulled out, headed for the loop. As I was going down the hill on East 7th Street, it started to mist—a fine light rain. By the time I reached the Main Street loop, it had turned freezing. The regular Mahtomedi car was due at 7 Corners at 9:12 PM. I waited a few extra minutes, but the Mahtomedi never showed, so I pulled down to 7th and Wabasha and loaded up. By the time we left the loop, the car was loaded to the vestibules!

As we ascended the East 7th Street hill, the ice began forming on the trolley wire. By the time we reached Duluth Avenue Station, the trolley wheel was really flashing—they could see us coming ten blocks away. We stopped briefly to pick up a red kerosene lantern which was required for anyone operating out on the single track. The yard man thought I should convert to an ice cutter for the trolley wheel (an ice cutter is a brass half hoop resembling a horse shoe, except it had several sharp teeth for scraping ice off the wire).

The ice cutter installed, we started off. Crossing the railroad bridge in Hazel Park, it broke loose and was lost. About that time, I was beginning to get worried, because I still had quite few passengers. Henry Street in North St. Paul was our destination (so I thought), but it was getting worse the further we went. We reached Ivy Avenue, the end of double track operation. At this point, it was required to call the dispatcher and ask for clearance to go out on the single track.

It was a formal thing, and went something like this—"Johnson car #1241—eastbound at Ivy to Henry Street". The dispatcher would reply back "Proceed to Henry Street and report". I told the dispatcher it was bad out here and getting worse by the minute. He replied that the Mahtomedi had not passed through the loop yet, so I'd have to go and just do the best I could.

We hadn't gone very far when I lost power—too much ice on the wire. I got out, went to the back of the car, pulled the trolley pole down, and using the rope, banged the pole against the wire. This caused the wire to sway and the ice would break loose for five or six blocks. We went through this procedure eight or ten times. Finally arriving at Henry Street with about ten passengers aboard, I again called the dispatcher. His orders were—proceed to Mahtomedi and report. There was no turning back. There was a duty to perform—get those ten passengers to their destination.

The weather worsened. I could now only break the ice loose for a few hundred feet at a time. I'm really worried now; I had put in a nine hour day, I was tired and now this. And my wife didn't know where I was. At times when we lost power, I didn't quite know where we were—out in the middle of a farmer's field perhaps. I had to do some planning!

If we could crest the Long Lake hill, we could coast down the other side and possibly roll all the way to Wildwood siding. Of course, we were going to need help to get back. The Long Lake hill is quite steep and a half mile long. By now the ice had built up on the rails and I was lucky to get 20 mph out of #1241. We had no power and had to be careful we didn't lose all of our air.

The car finally stopped at the bottom of the hill with the back portion blocking a lane of traffic on the county road crossing the track. Wouldn't you know, here comes an auto down the road! The streetcar is dark. I knew he'd hit us broadside, if not stopped. I grabbed the red lantern, dashed out onto the road and started waving it furiously. He finally saw the light, applied his brakes and swerved into the ditch. The support wire on the wooden trolley pole actually kept him from going completely to the bottom of the ditch. I went over to see if he was hurt, and apologized to him. Using some sand from the sand box, and with the help of several passengers, we were able to put him back on the road again. He took several passengers to their destinations in Mahtomedi.

We were only about 200 yards short of the Wildwood Siding. The next half hour was spent banging the ice off the wire to cover those 200 yards. Reaching the siding, the rest of the passengers left, figuring it was better to walk.

I went to the phone booth, called the dispatcher and told him I was completely iced in and needed help. He said he would send the wire car. Now, the wire car was one of those TCRT red work cars with a platform on the back which is high enough to work on the wire.

It was almost midnight and the only sign of life around was a lighted café sign just a few blocks up the road at Willernie. I needed a cup of coffee! Returning to #1241, I noticed the car was beginning to cool off, so I went out and stoked the stove with coal (we carried our own coal on board). Back in the car, I fell asleep on the long front seat. Awaking about 2 AM, I went to the phone booth and called the dispatcher. He reported that the overhead wire was down and the line was tied up. I asked him to please call my wife to let her know where I was.

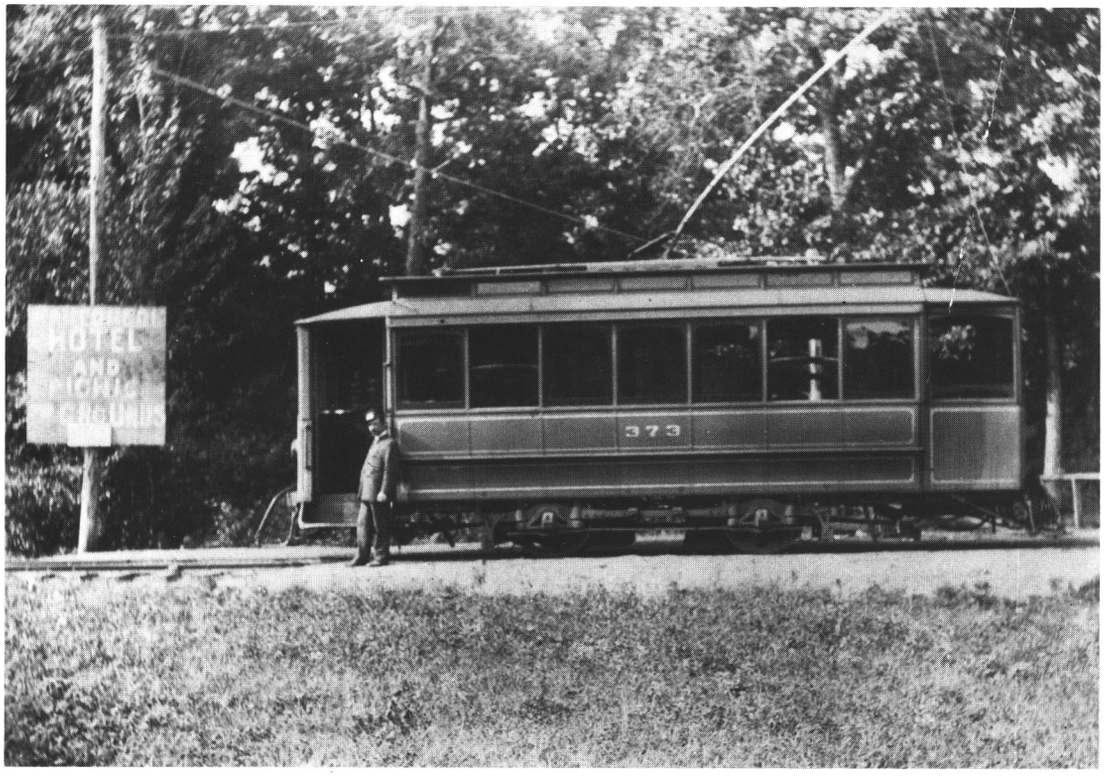
Back to sleep again. Waking again at 4 AM, I called the dispatcher again. The wire was still down. Soon it began to get light. There was a rumbling coming from behind. Here comes the wire car with a man sitting on the top platform breaking the ice with a club. The wire car pushed #1241 into the wye at Wildwood and then continued to Mahtomedi. New orders came to wait for the wire car to return and then follow him to Henry Street.

Reaching Henry Street, there was mass confusion. Six cars were sitting on the siding. The day dispatcher was on duty now and he was irate because #1241 was out of place. I quickly explained what had happened. Calming down, he gave me new orders—"set signs to 7th Street to Duluth Avenue but report at Ivy Avenue". Finally I was going home!

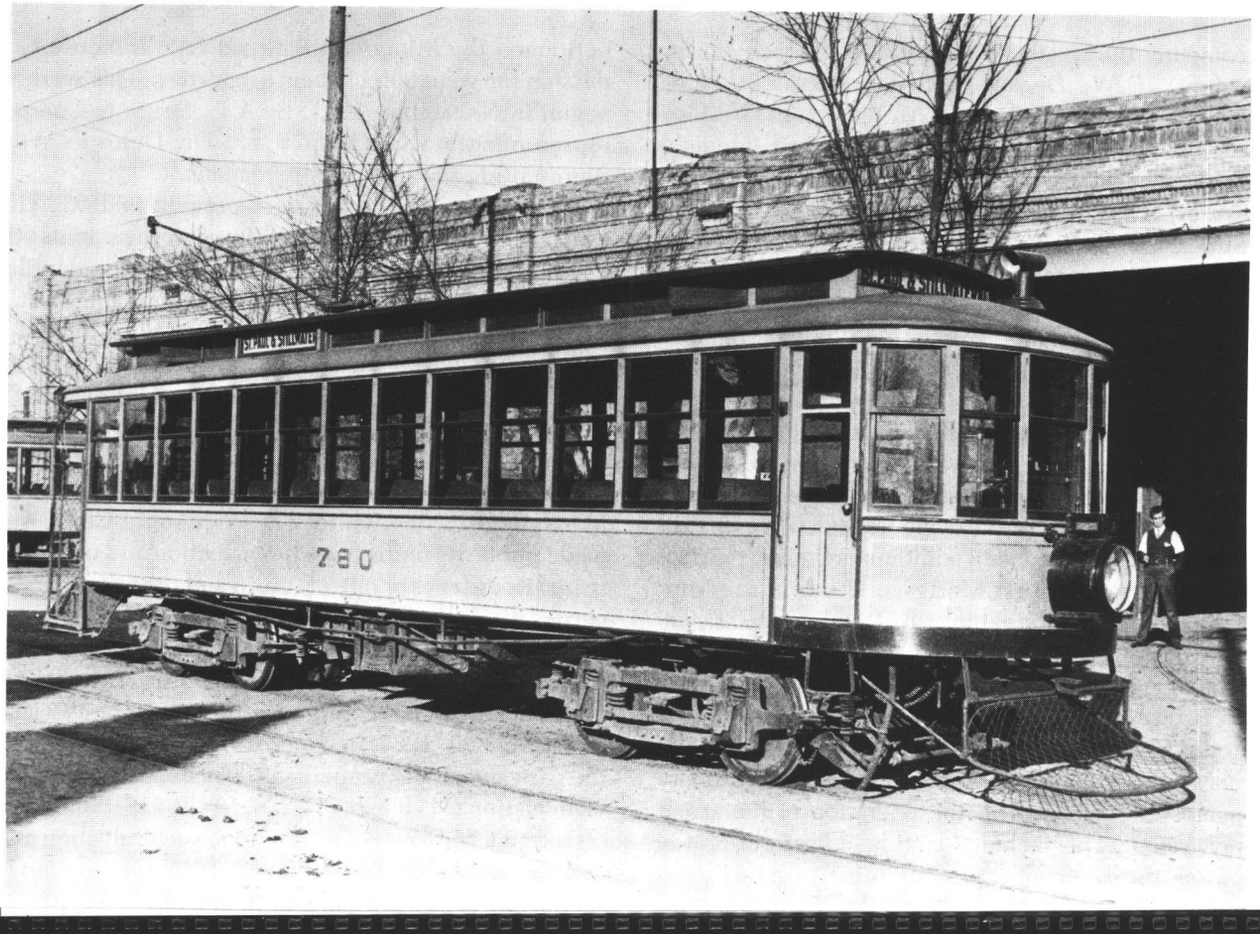
When old #1241 pulled into the Duluth Avenue yard, it was one solid mass of ice. It looked like it had been pulled out of a lake.

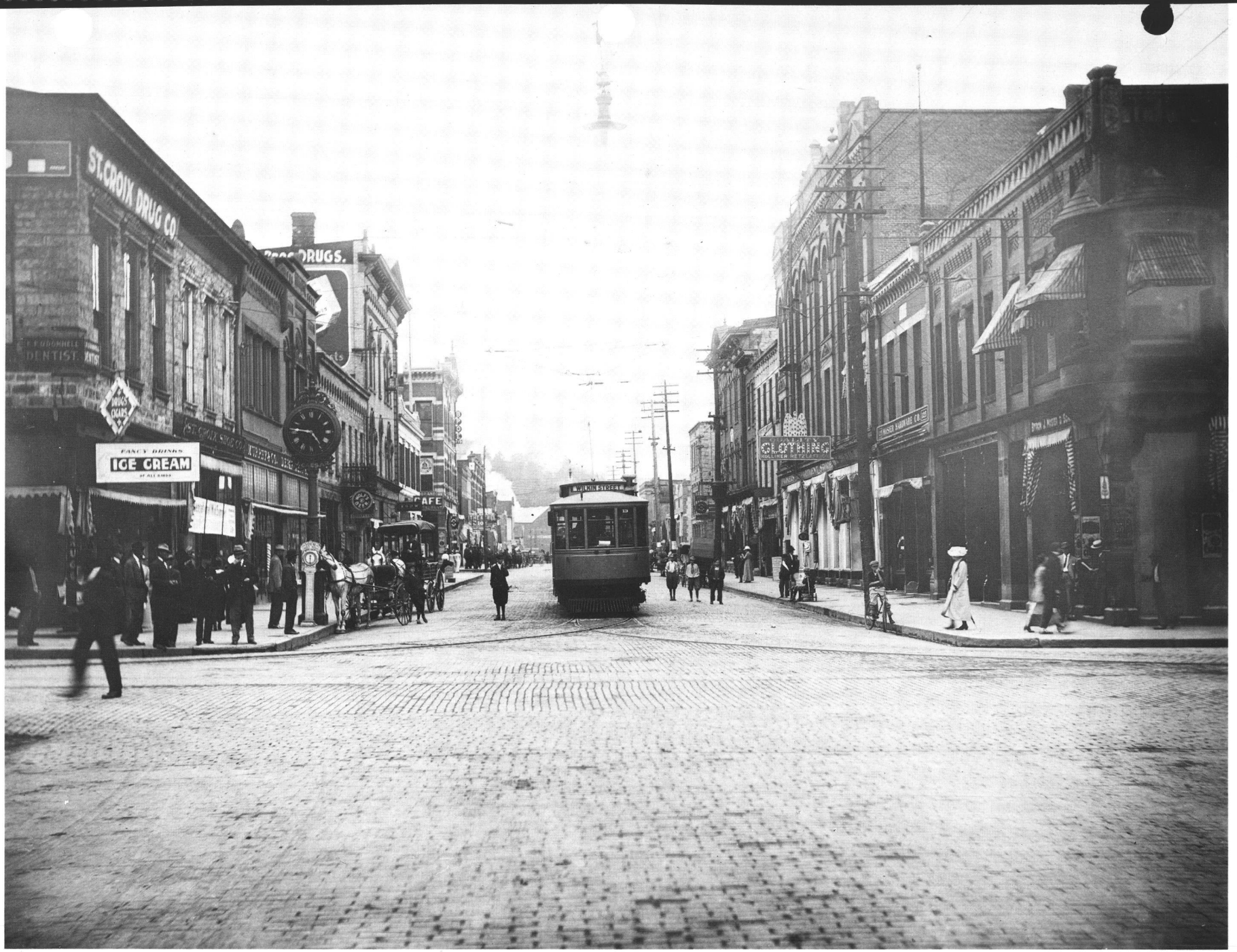
PHOTOGRAPHS

"Windsplitter" 733 northbound on Main St., Stillwater, June 20, 1910. Operation around the loop was clockwise at this time.



The Wildwood-Mahtomedi shuttle car at Mahtomedi in the early 1900's. Note the sign giving directions to the Mahtomedi Hotel and Picnic Grounds. (Joe Hutchinson collection)

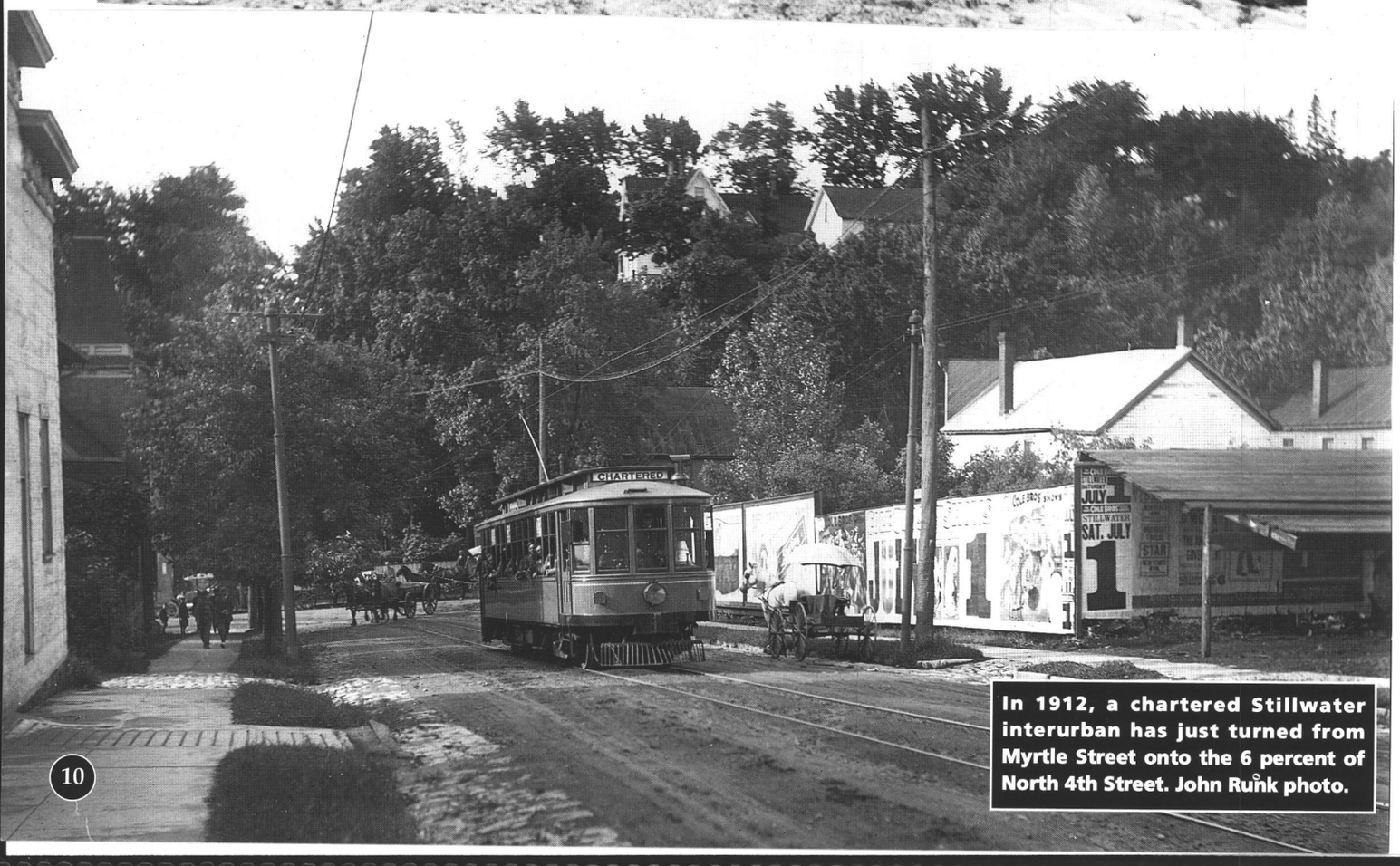




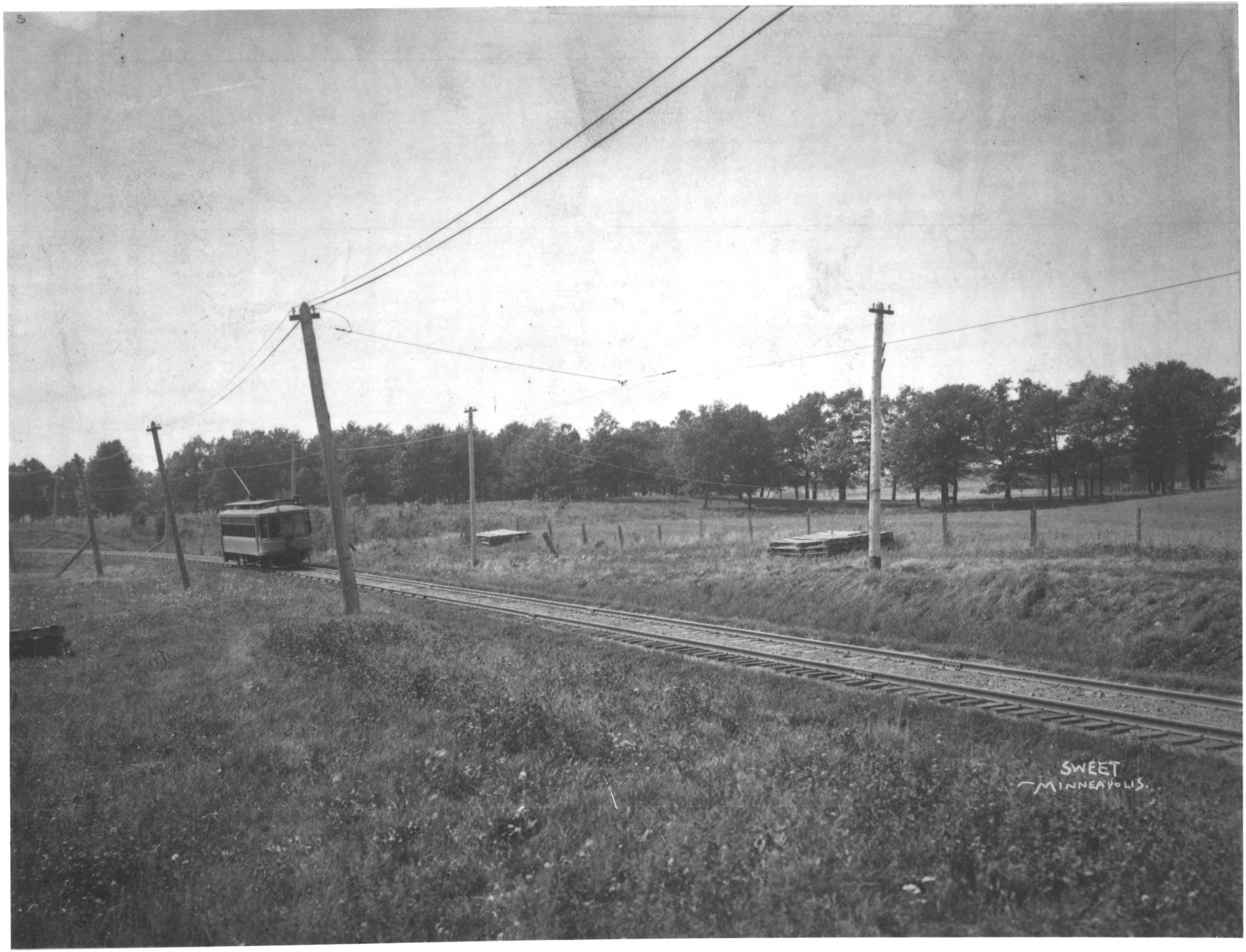
A "Wilkin Street" car, one of the 868-872 series, southbound on Main St. at Chestnut St., Stillwater, August 19, 1912. Operation around the loop had been changed to counter-clockwise.

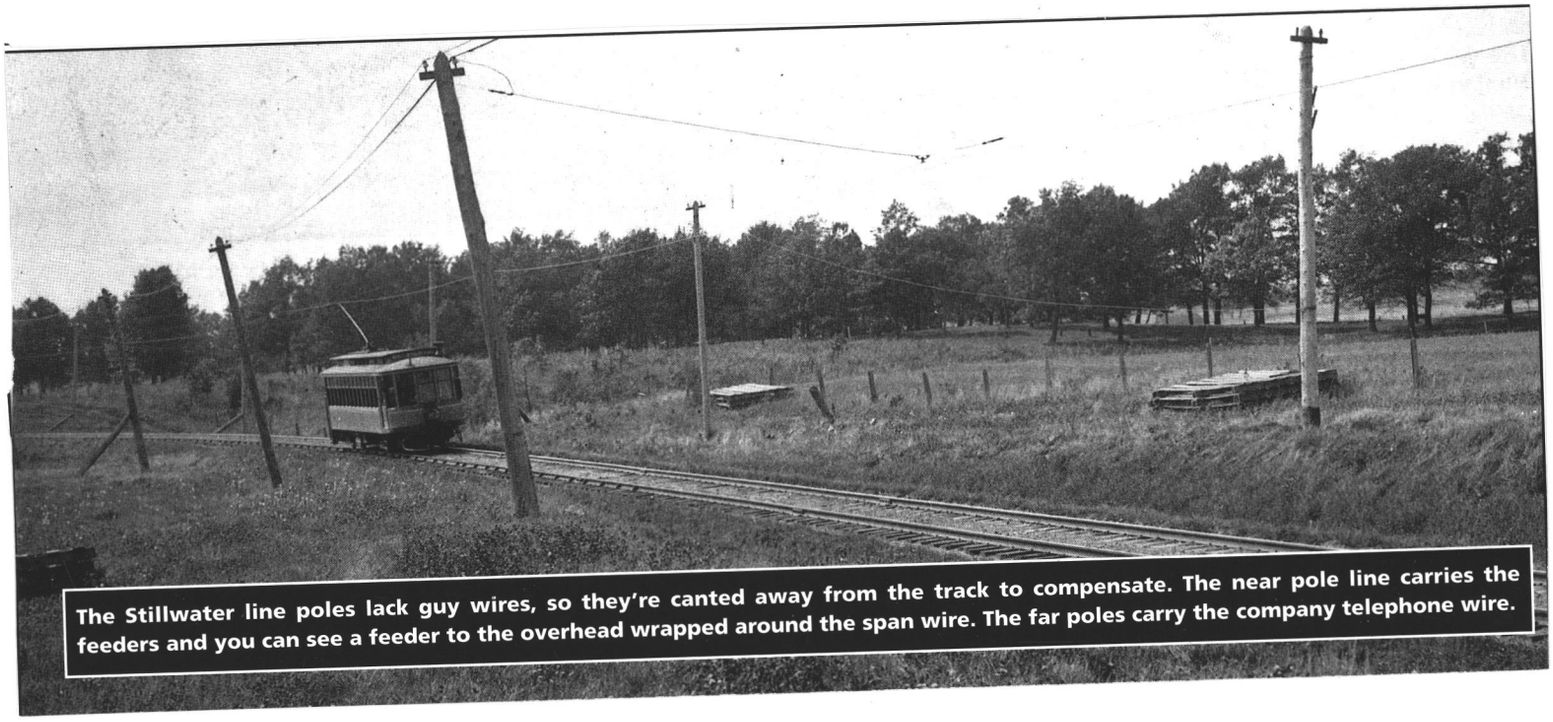
A "So. Stillwater" car, one of the 870-874 series, eastbound on Chestnut St., Stillwater, July 12, 1914.

A westbound "St. Paul & Stillwater" car passing the Carnegie Library in Stillwater, on 4th St. north of Myrtle St., about 1903. (Sweet Studios; Minnesota Historical Society collection)



In 1912, a chartered Stillwater interurban has just turned from Myrtle Street onto the 6 percent of North 4th Street. John Runk photo.

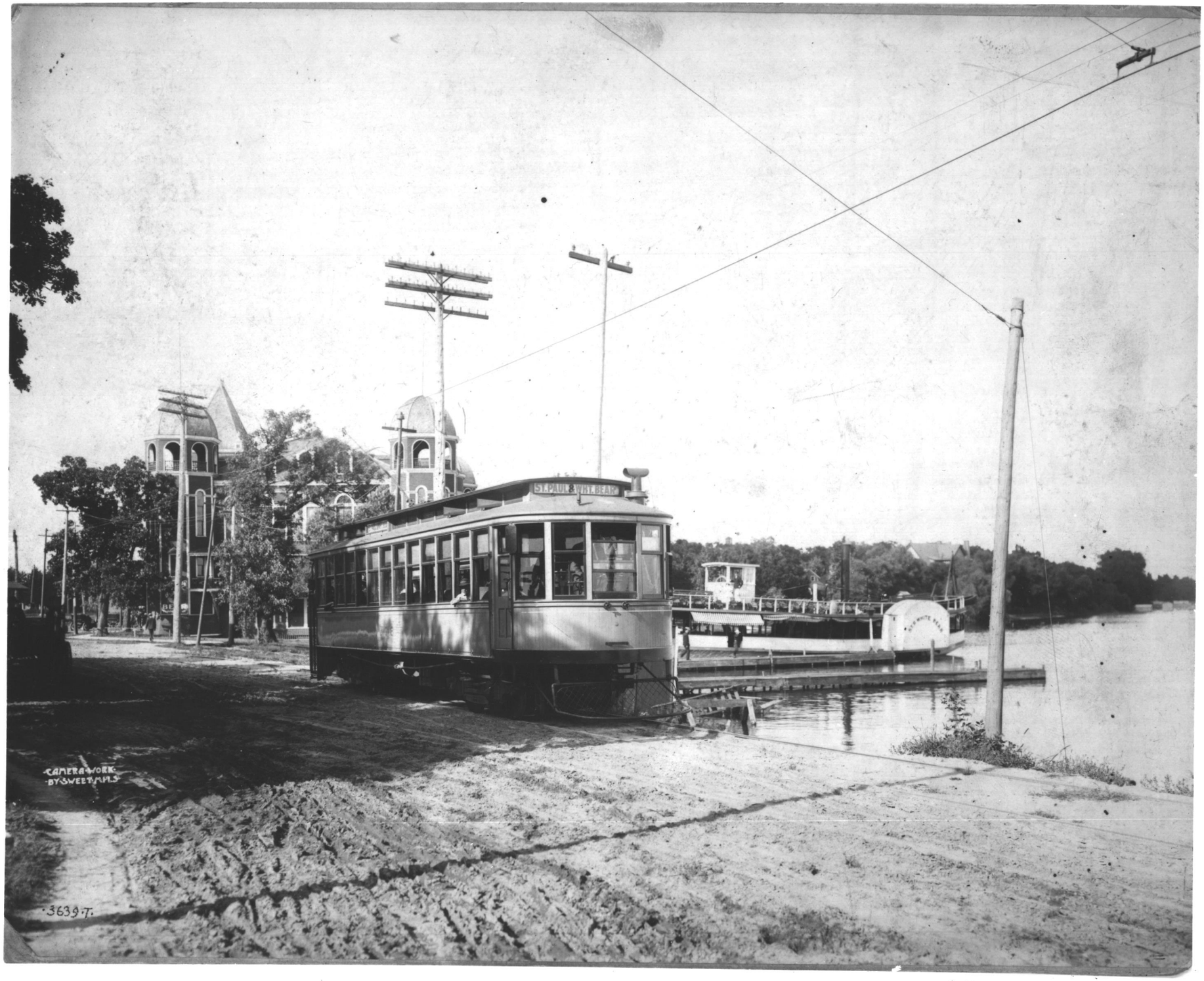

SWEET
MINNEAPOLIS.



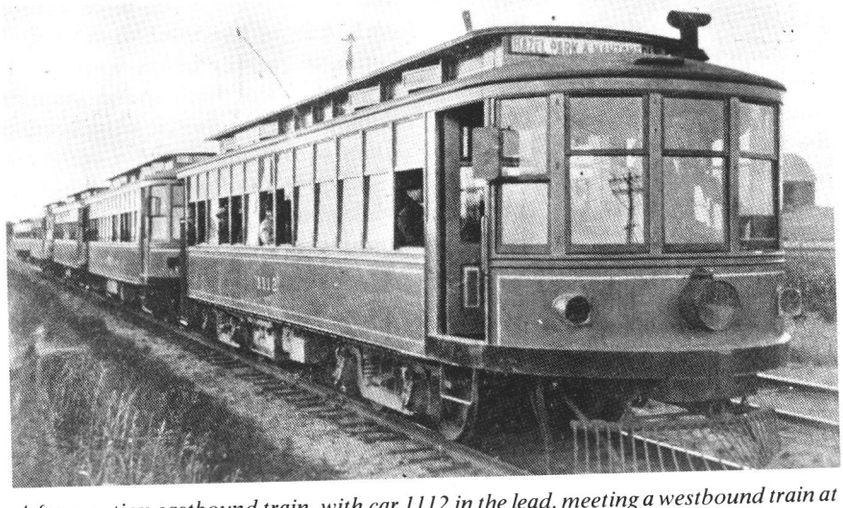
The Stillwater line poles lack guy wires, so they're canted away from the track to compensate. The near pole line carries the feeders and you can see a feeder to the overhead wrapped around the span wire. The far poles carry the company telephone wire.

SWEET
MINNEAPOLIS.

AVERY® M
PV110ED


ST. PAUL & WHITE BEAR
CAMERA WORK
BY SWEET MFG. CO.
3639-T.

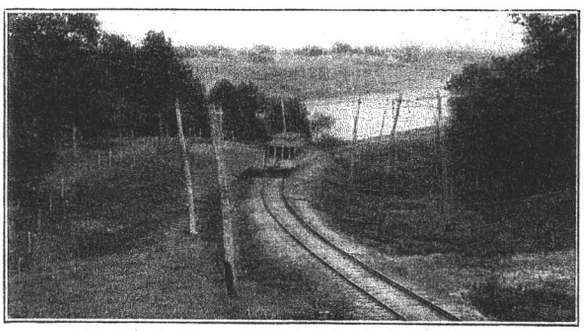
(d) From conductor to motorman:
1bell-"Make passenger stop
has failed to observe same, he shal
give the "one



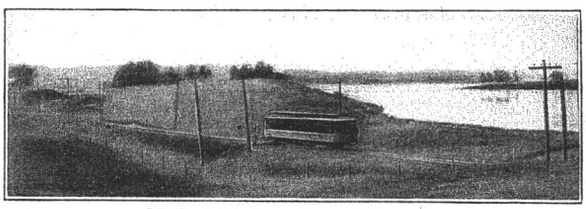
A four section eastbound train, with car 1112 in the lead, meeting a westbound train at an unidentified siding on the Stillwater Division. (Byron D. Olsen collection)

Leaving Seventh Street, St. Paul—on Stillwater Line

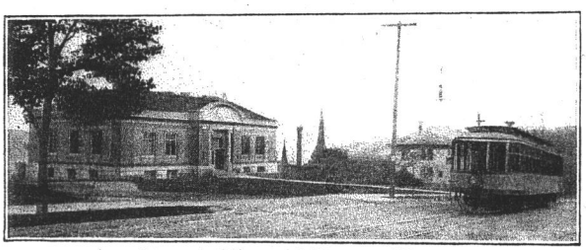
Near North St. Paul—on Stillwater Line



Rattlesnake Curve at McKusick's Lake, Stillwater



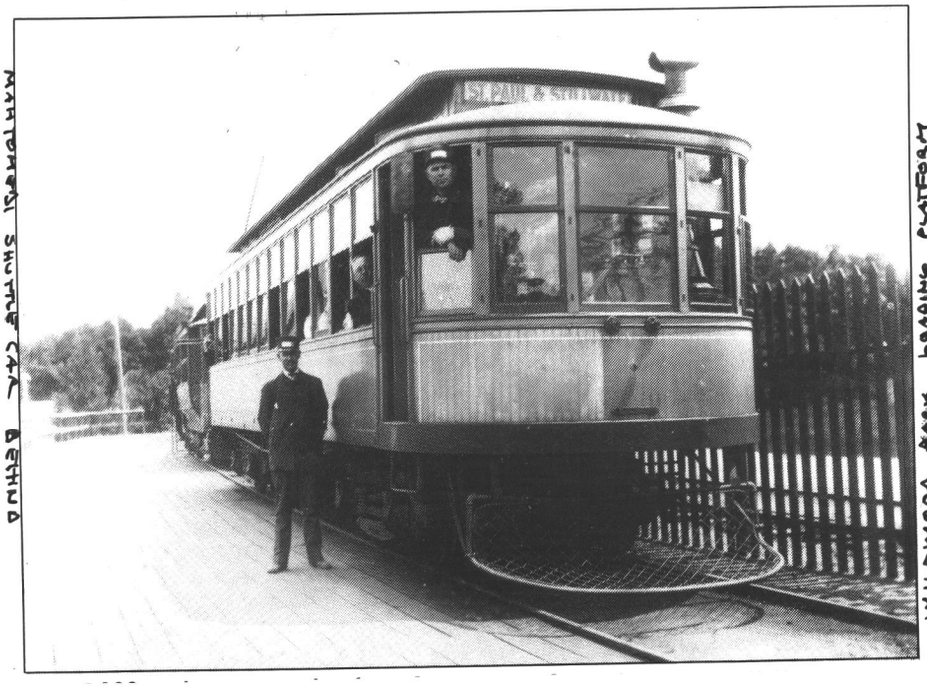
McKusick's Lake, Near Stillwater



Carnegie Library, Stillwater, Minn.

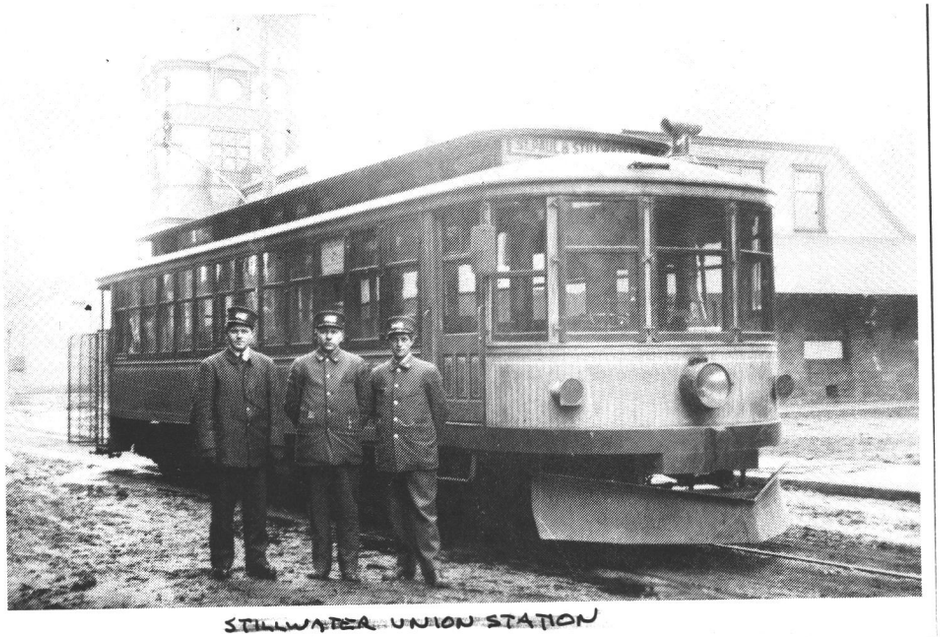
By the mid-1930's, rails, wires and fast-running cars were a recent memory where TCL's former route passed McKusick Lake entering Stillwater.

rCHS Transp 4.jpg

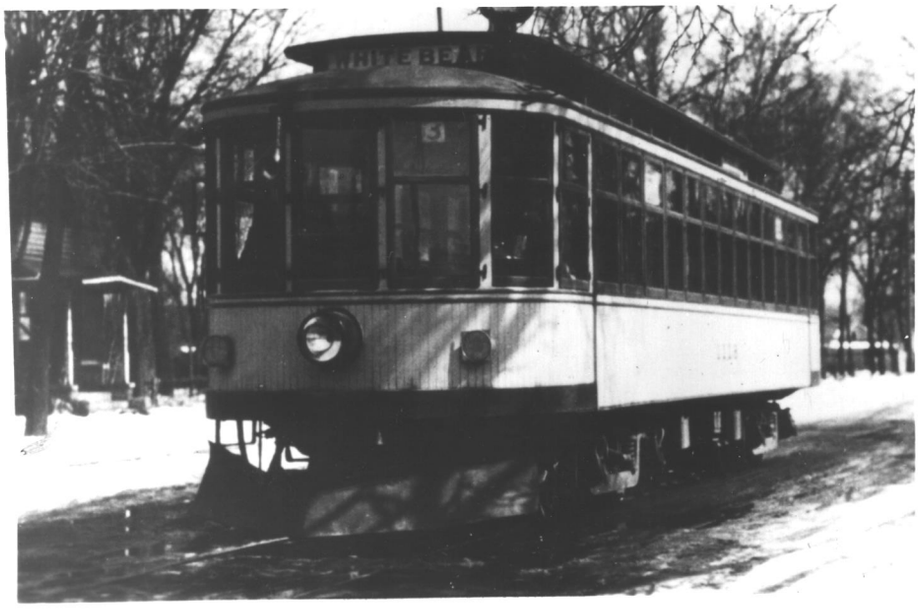


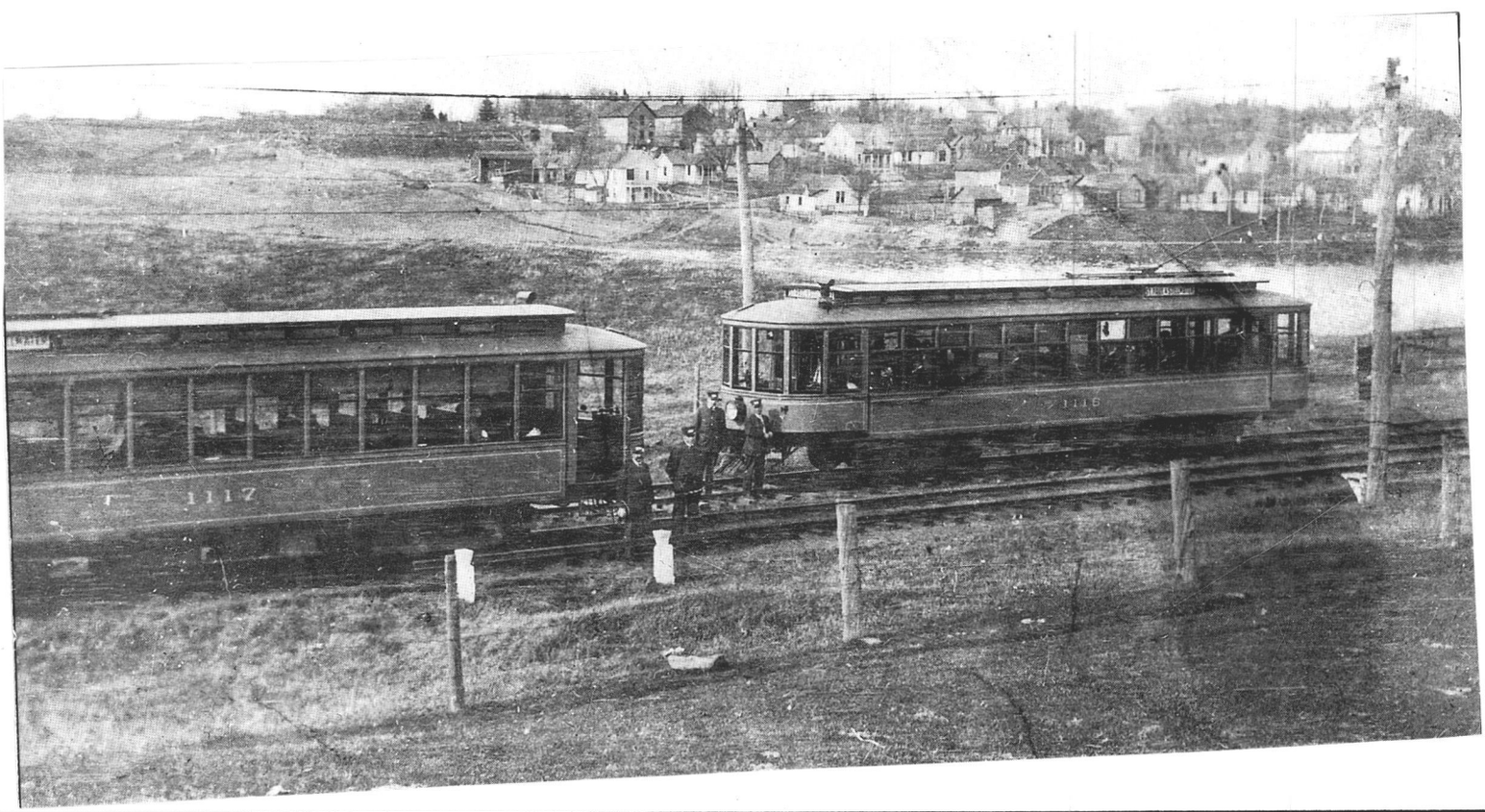
WILDWOOD PARK LOADING PLATFORM

MAHTOMEDI SHUTTLE CAR BEHIND



STILLWATER UNION STATION




1117
1116

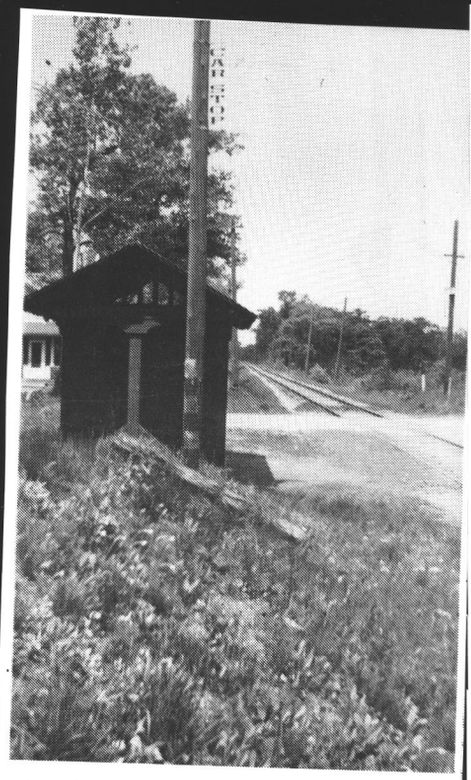
This unknown group chartered a bunting-filled car to Wildwood Park, where they posed on the station steps.

AVERY® M
PV118ED

The Stillwater Union Depot, looking north on Water St. with car 1261 on the siding, September 14, 1926.

HENRY ST. SIDING, NORTH ST. PAUL, LOOKING EAST

Waiting shelter and dispatcher telephone booth at Mahtomedi wye, looking

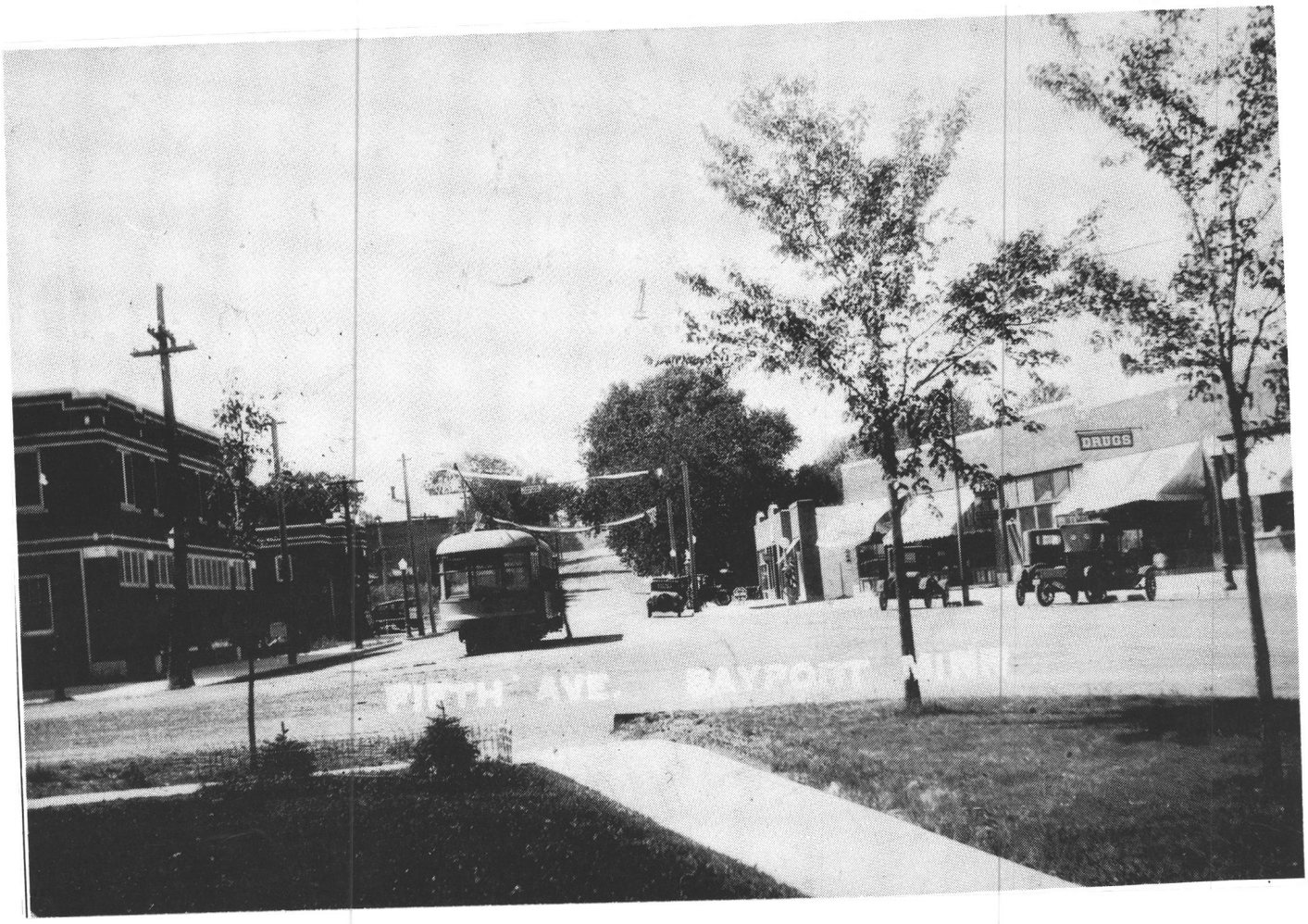


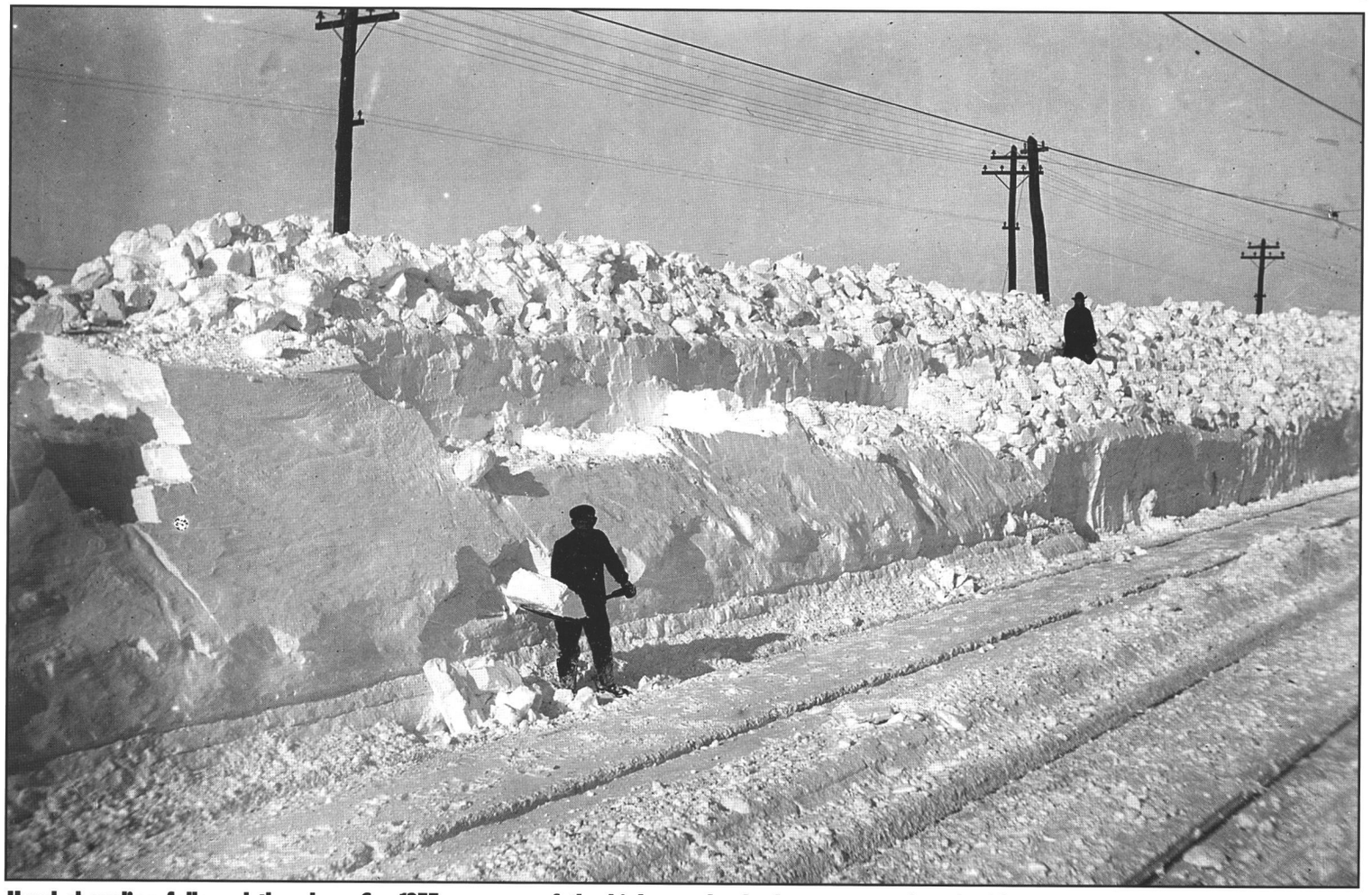
East Shore Park stop on the Mahtomedi branch looking north.

Look again. We are on the rear platform of a TCL suburban car in the early 1930's rocketing across Washington County on the Stillwater line. Weeds dance as the trolley retriever rope whips in the wind. Harlow Callander Photo.

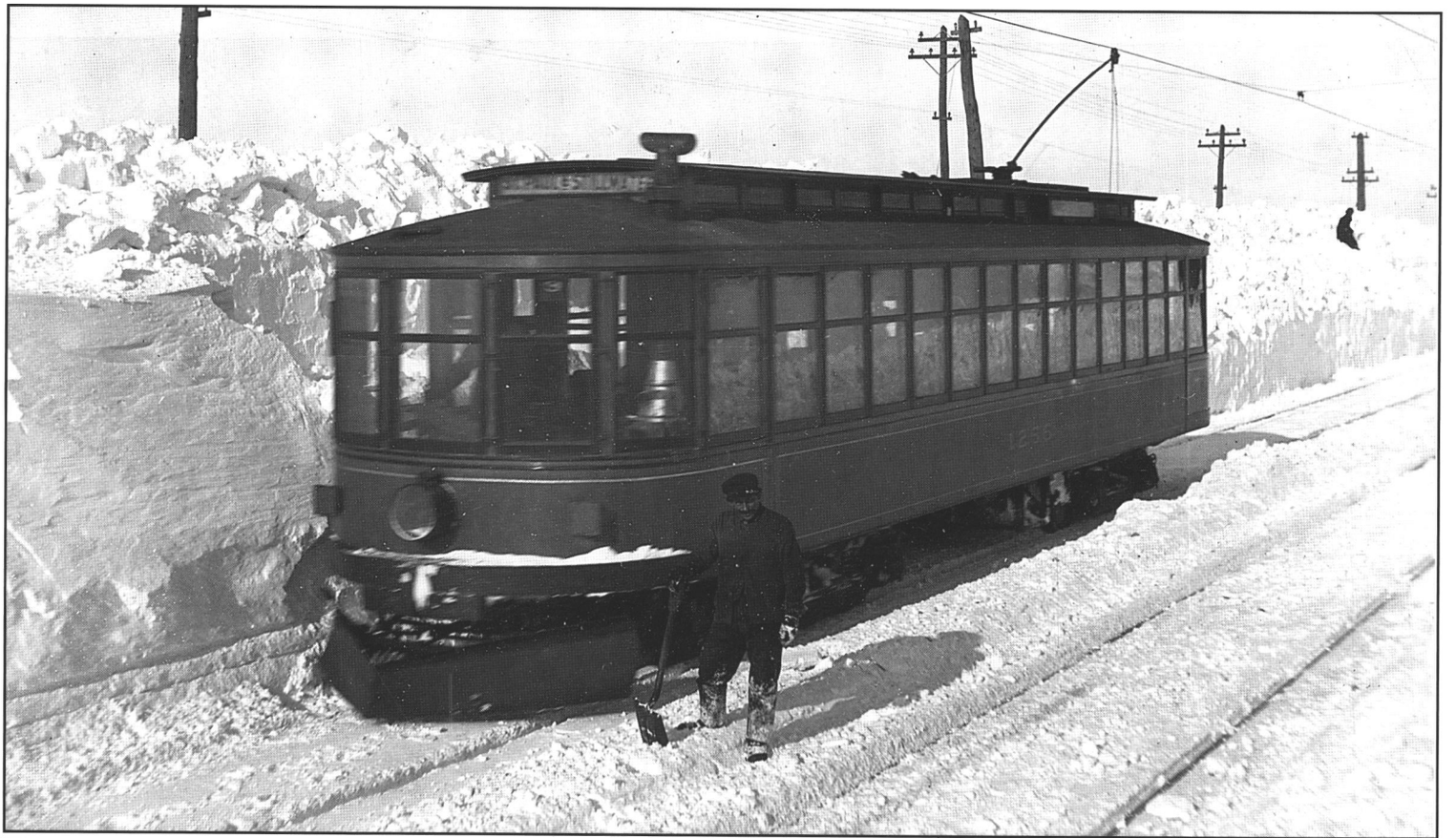
6-11-11 Chestnut St., Stillwater

STILLWATER 8-10-1932





Hand shoveling followed the plow. Car 1255 was one of the high-speed suburban cars, equipped with more powerful motors, front dash marker lamps, a steel pilot instead of the wire mesh fender (with attached snow plow) and all forward facing seats.

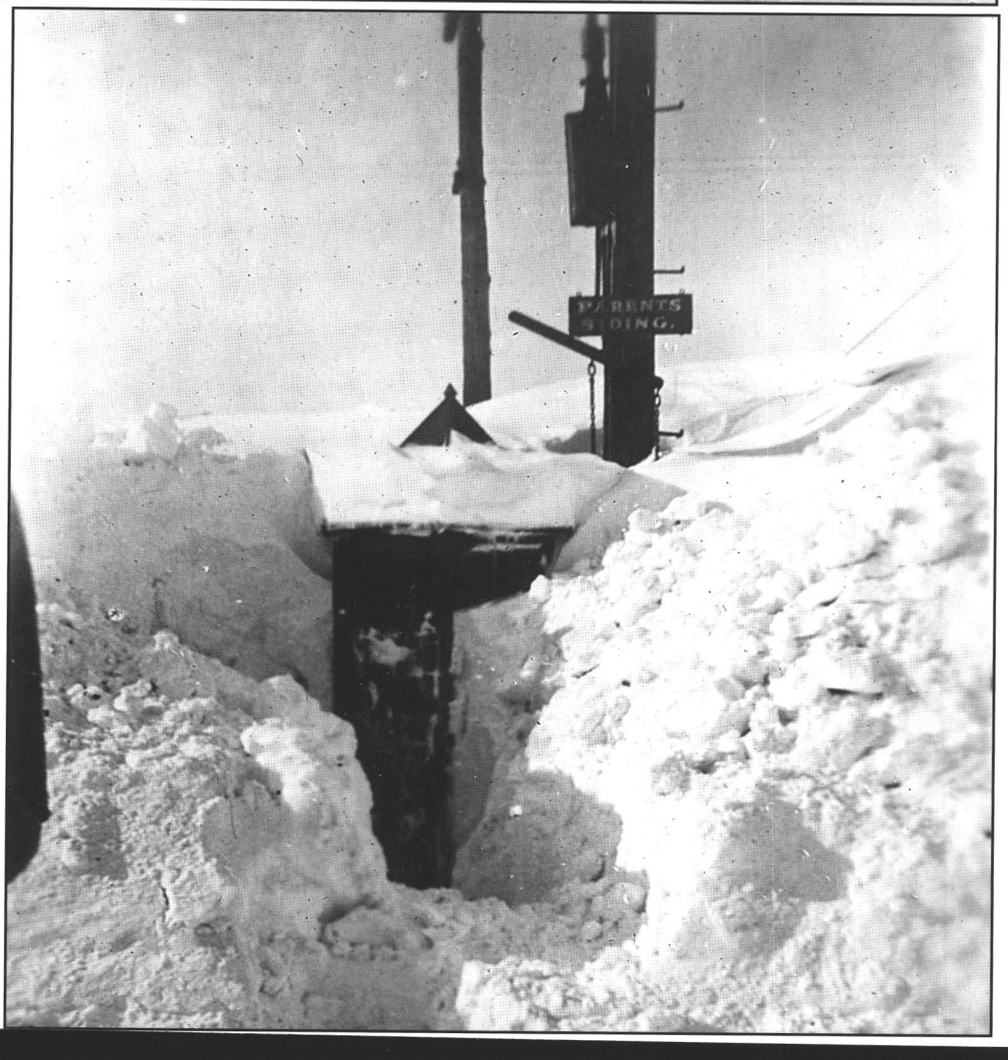


~~This is the west edge of Stillwater. The Owen Street carhouse and substation are in the distance.~~ WILDWOOD PARK LOWER WW

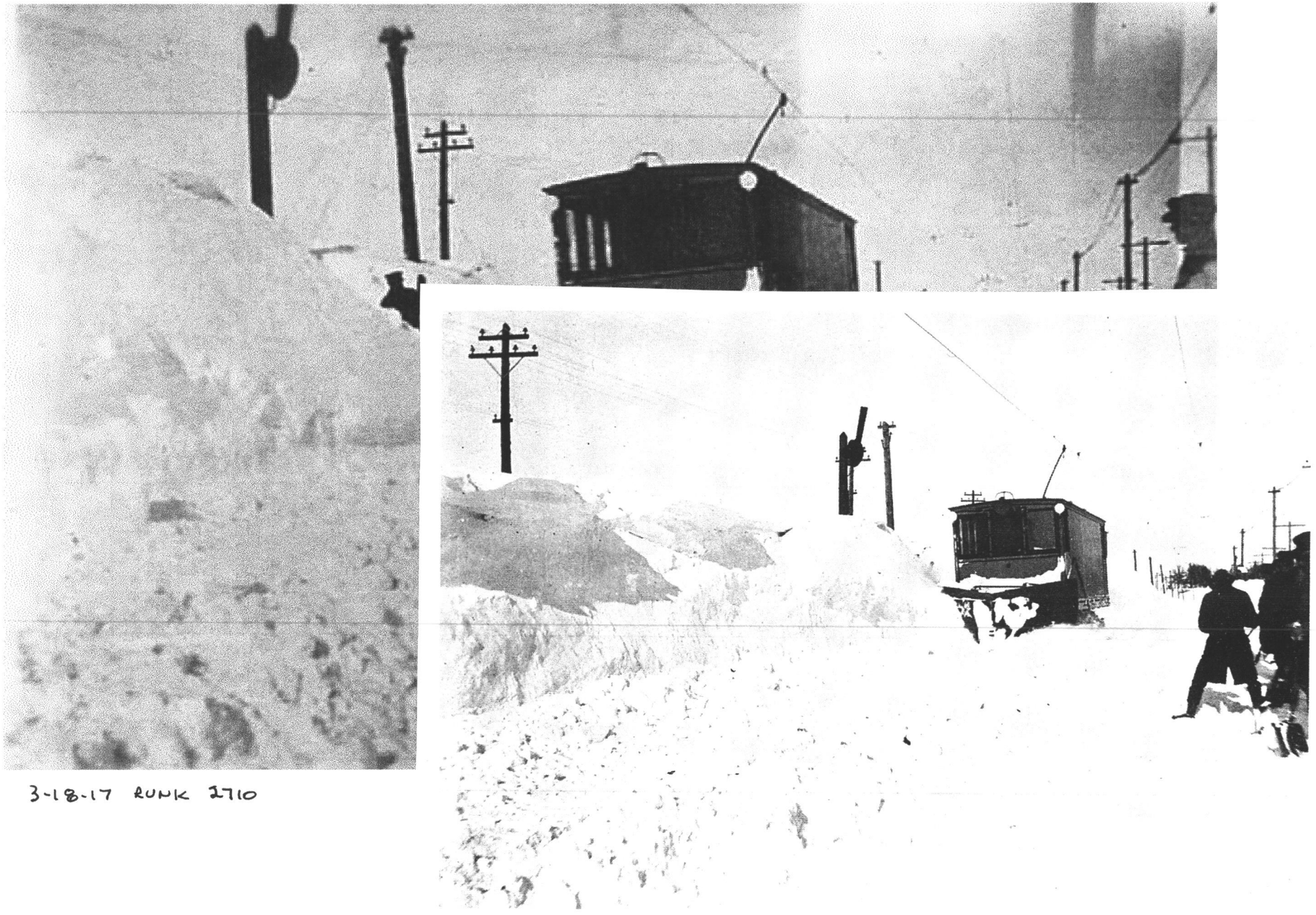
An interurban from St. Paul descends the Chestnut Street hill into downtown Stillwater. MSM collection.

Following the plow. All MSM collection.

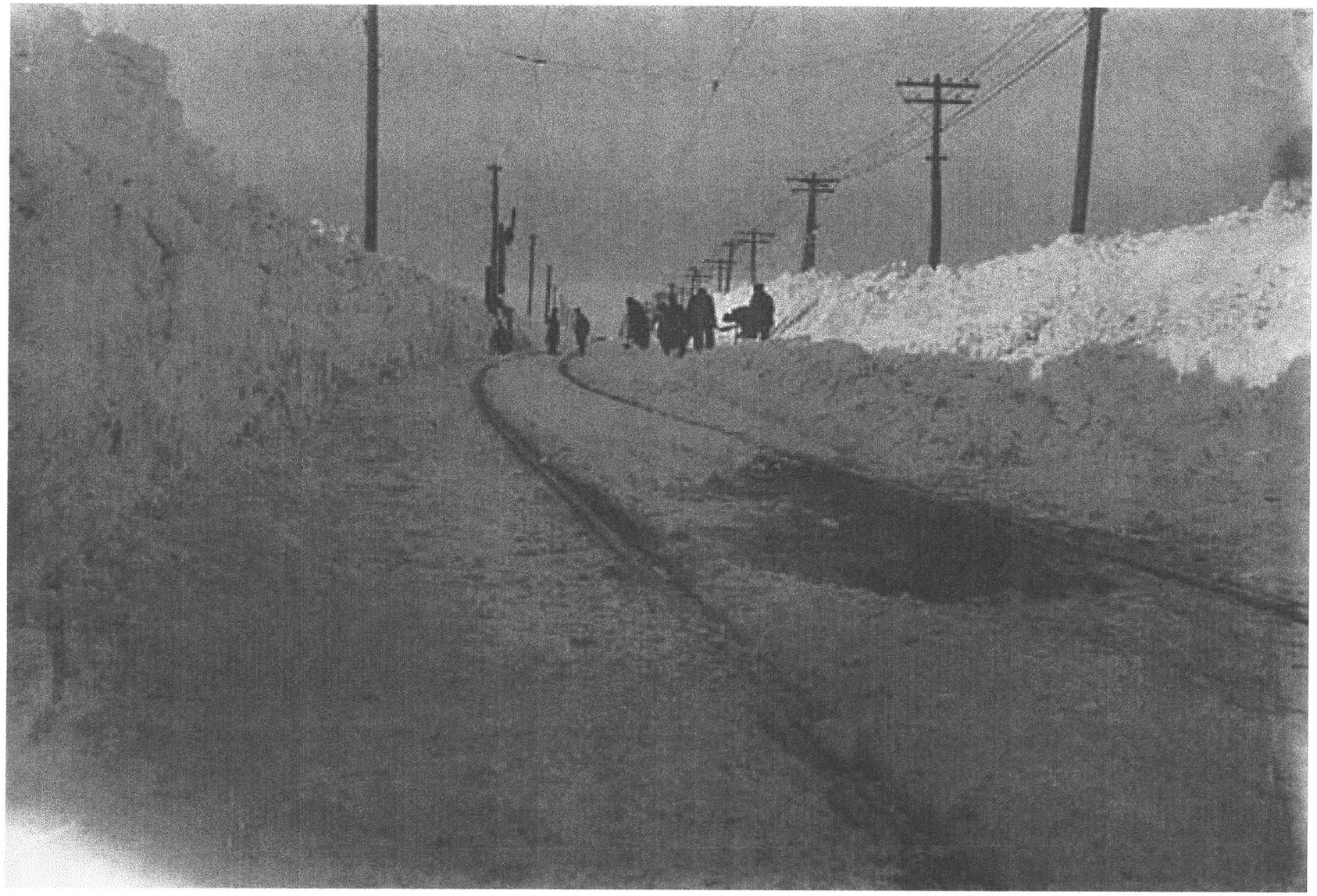
ALL OF THESE RUNK
PHOTOS WERE TAKEN
3-18-1917



The company telephone booth and signal at Parent's Siding.

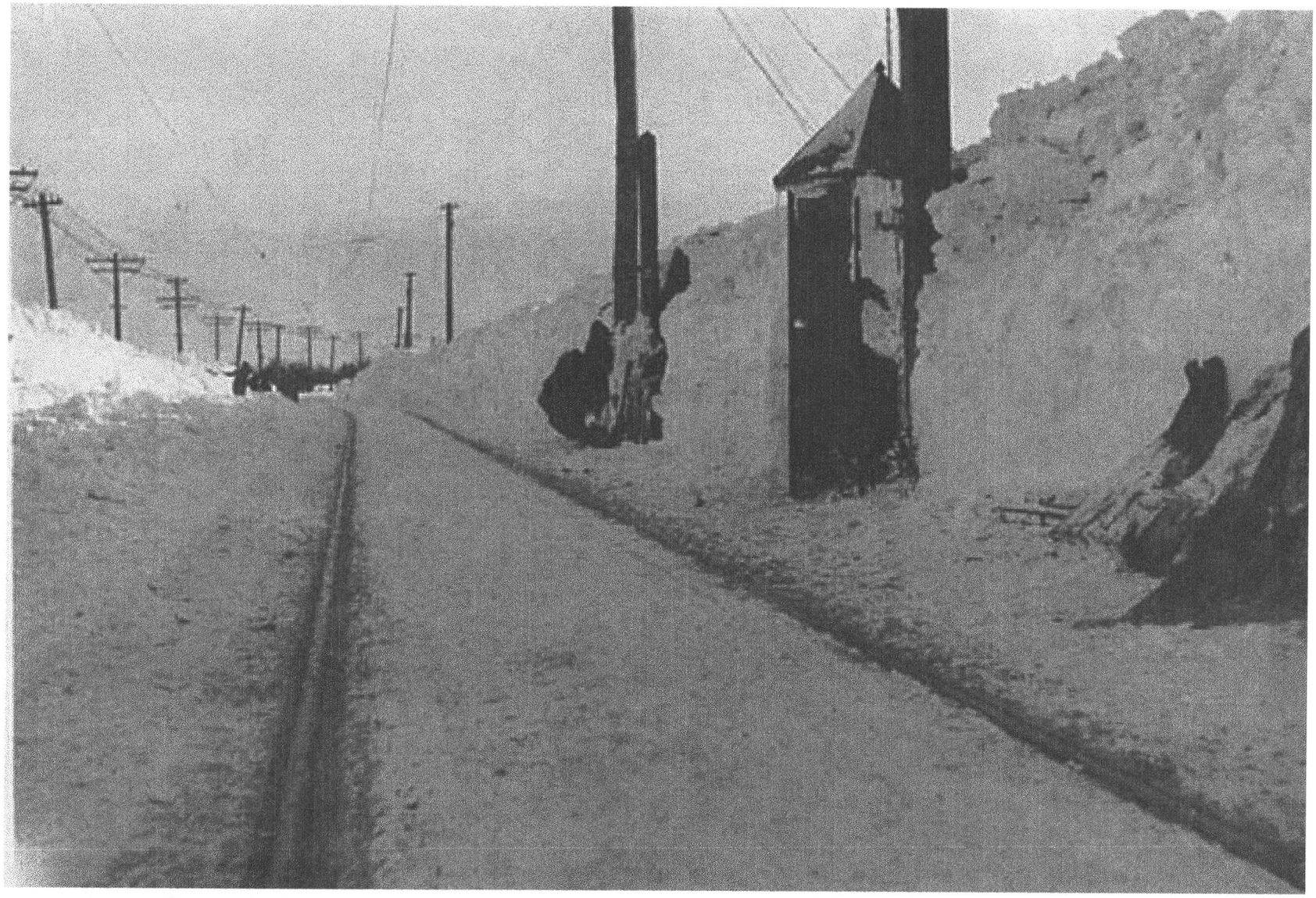


Snow plow 38 plowing out the Stillwater Division main line at a passing siding March 18, 1917. Note the train order semaphore signal. (John Runk; Joe Hutchinson collection)



3-18-17 RUNK 2741

3-18-17 ANNK 2742



3-18-17 RUNK 2793

3-18-17 RUNK 2717

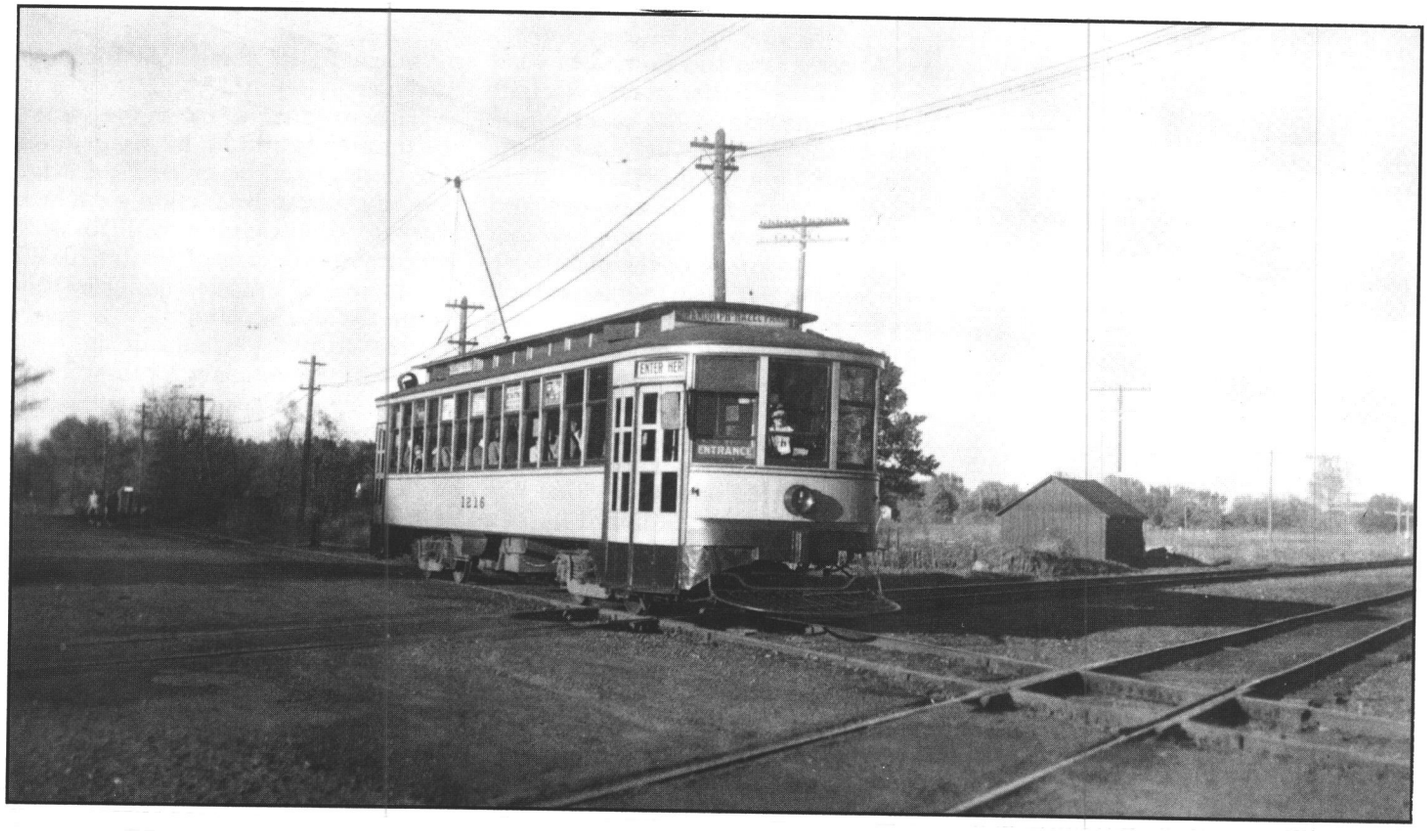
3-18-17 RUNK 2751

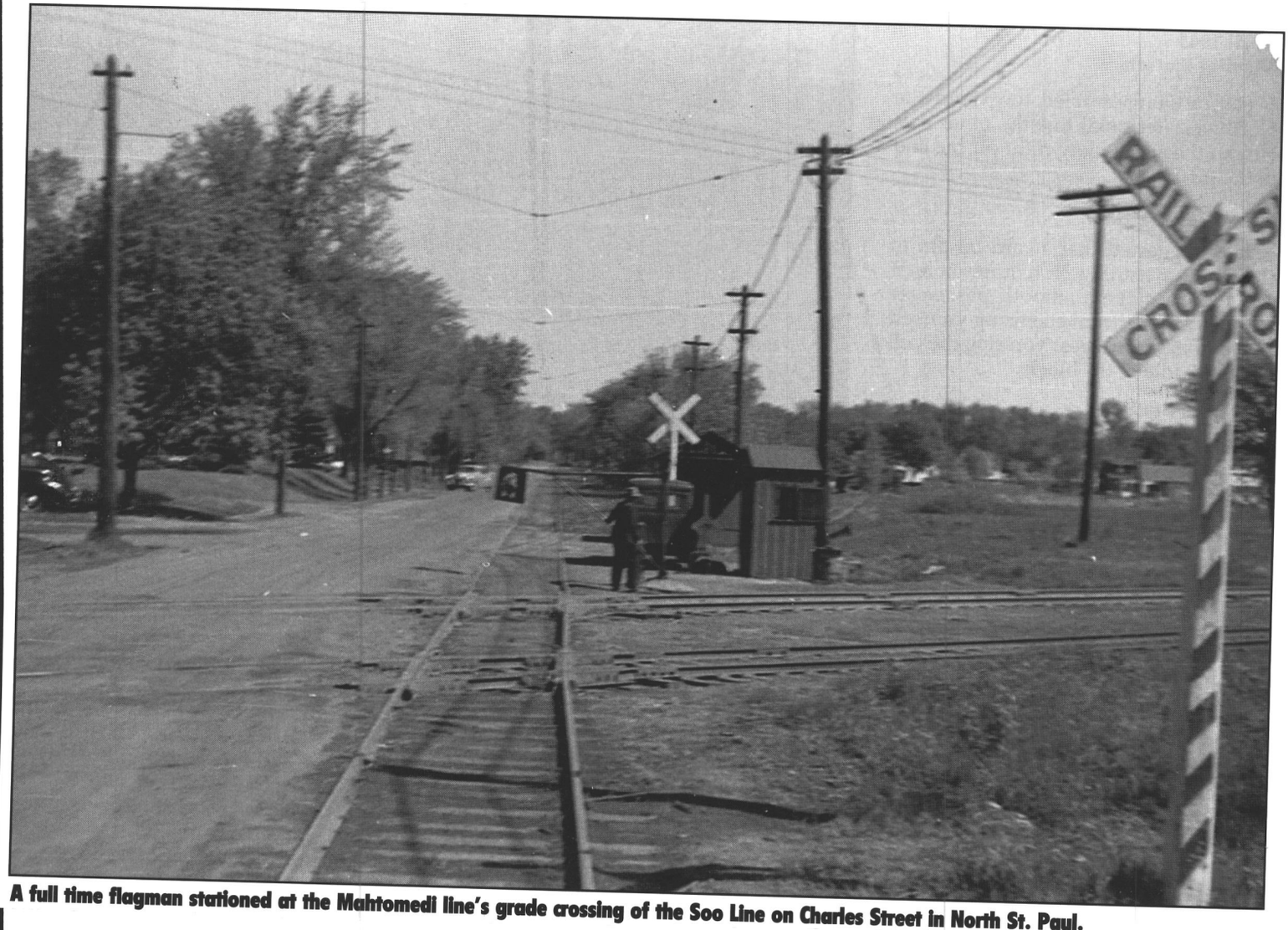
IVY AVE. 1216

Viaduct over C&NW where cars collided in 1945. Bridge still stands used as hiking trail.

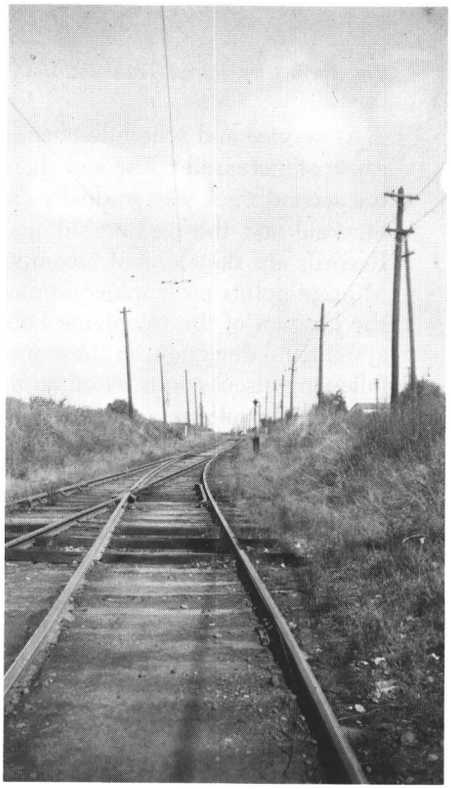
Looking south on gauntlet track over C&NW at Harvester plant, St Paul.

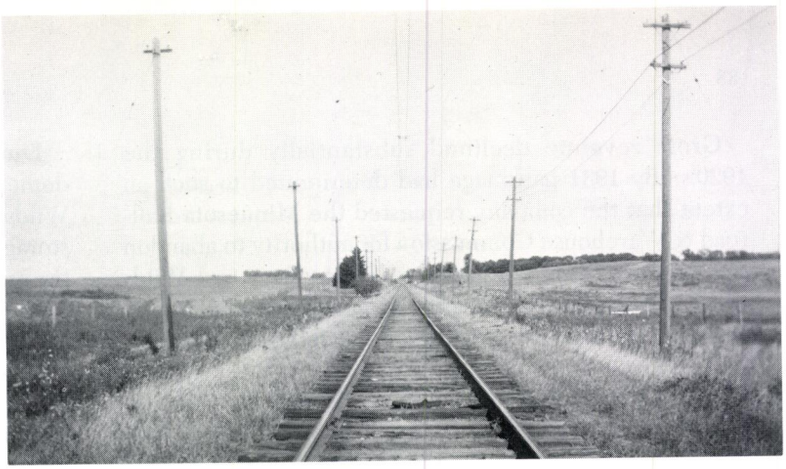
COLBY SIDING - NORTH SWITCH

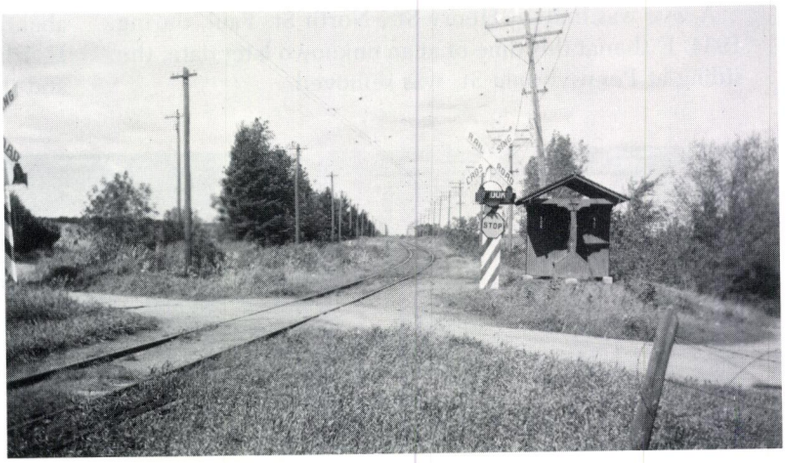




A full time flagman stationed at the Mahtomedi line's grade crossing of the Soo Line on Charles Street in North St. Paul.







Scenes along the Stillwater Division right-of-way

Facing Page

Left, top to bottom:

Looking north from Larpenteur Ave., the St. Paul city limits.

Entering Colby siding, eastbound.

Eastbound at the Henry St. siding and wye, North St. Paul.

Leaving the site of Pullman siding eastbound, heading north.

(All photographs William J. Olsen)

Above right: Looking north from the end of double track at Autumn (Ivy) Ave. (William J. Olsen)

Below right: The second curve north of old Pullman siding, eastbound. (Edwin H. Nelson)

This Page

Above: East end of the former second track at Wildwood (Willernie) looking east, August, 1950, as cut back to a short passing siding. (Edwin H. Nelson)

Right, top to bottom:

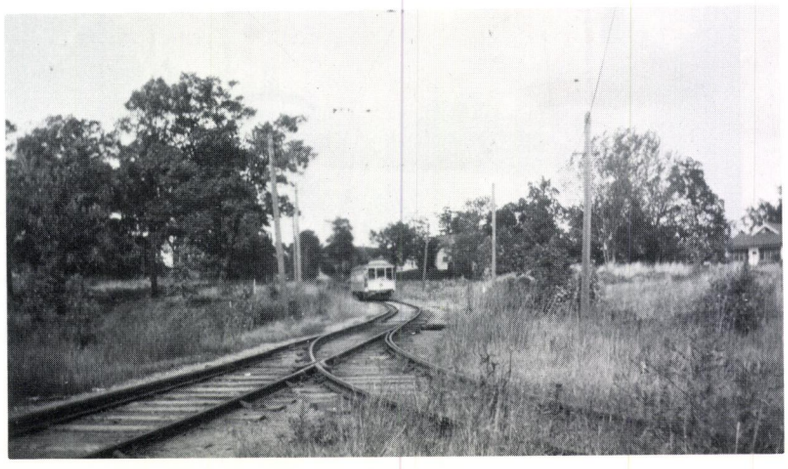
Eastbound, heading northeasterly toward Long Lake (on the right).

Eastbound at Long Lake station. Note the Adlake crossing signs.

Eastbound between Long Lake siding and Wildwood.

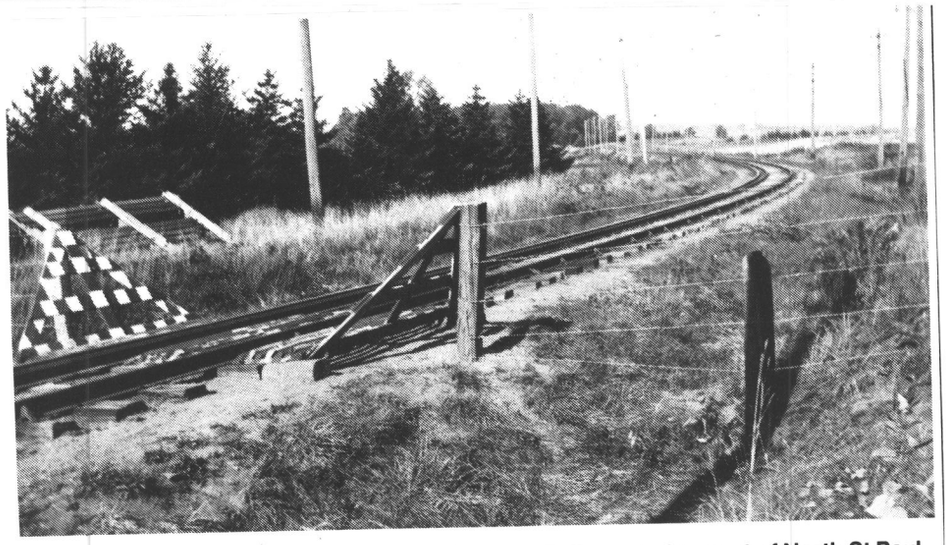
The upper wye at Wildwood (Willernie) looking north on the Mahtomedi branch line.

(All photographs William J. Olsen)



HENRY ST., N.SA

HENRY ST., N. ST. PAUL OCT 1951



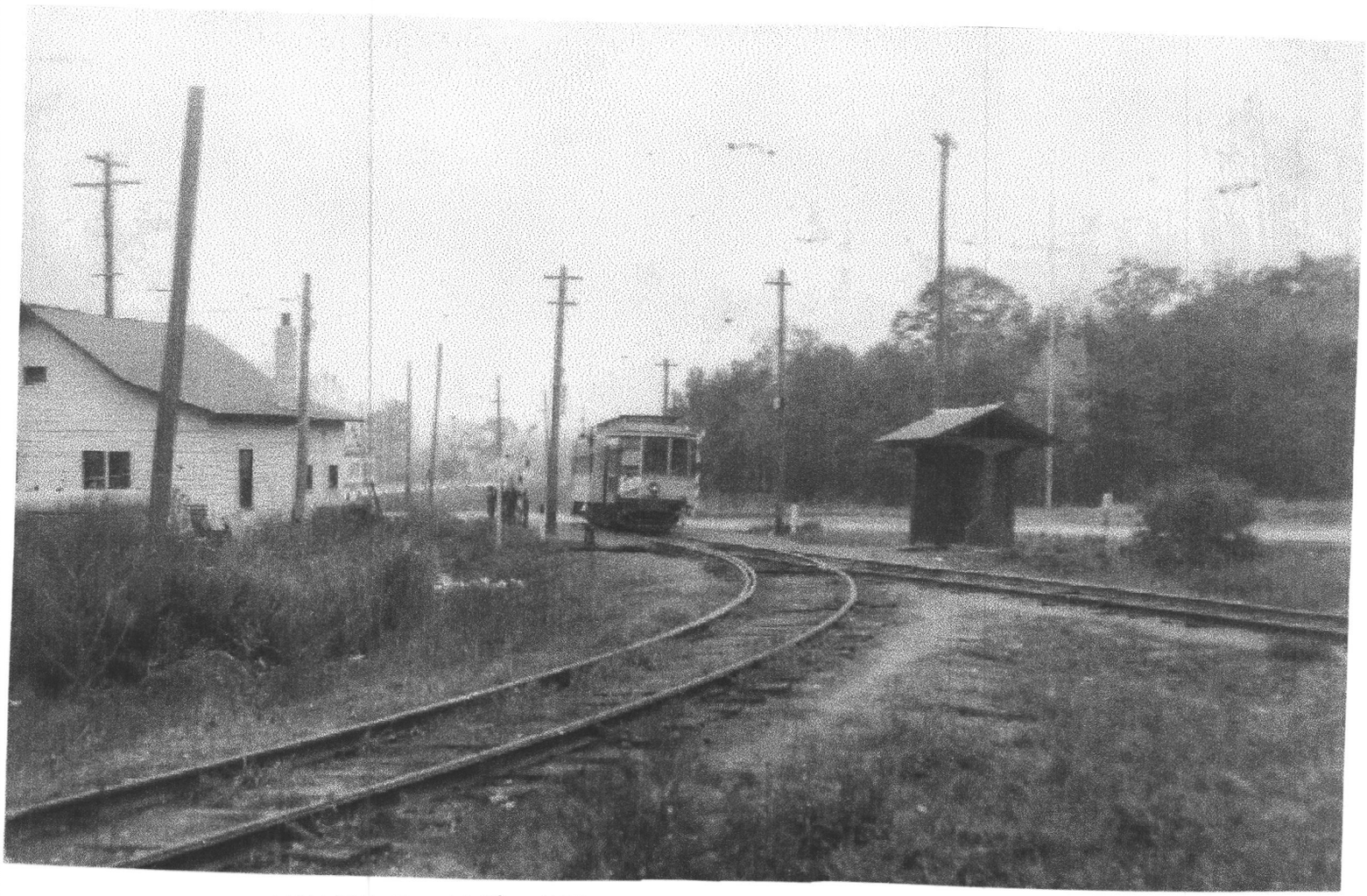
Cattle guard and barbed wire at crossing near Pullman siding east of North St Paul, where Highway 36 now lies. Car line turned away from Soo Line passenger main.

A northbound Mahtomedi car passes the Long Lake stop just before the Long Lake siding, in the open country between North St. Paul and Mahtomedi. MTM collection

Below: This is a rare photo for two reasons. First, it show suburban Lake Shore stop at Kameley Ave. in White Bear Lake. Second, look closer. There's a TCRT White Bear car lurking behind the shelter, coming off the PRW southbound. The year is 1928. NP RR photo Lorenz Schrenk collection.

CAR 1214

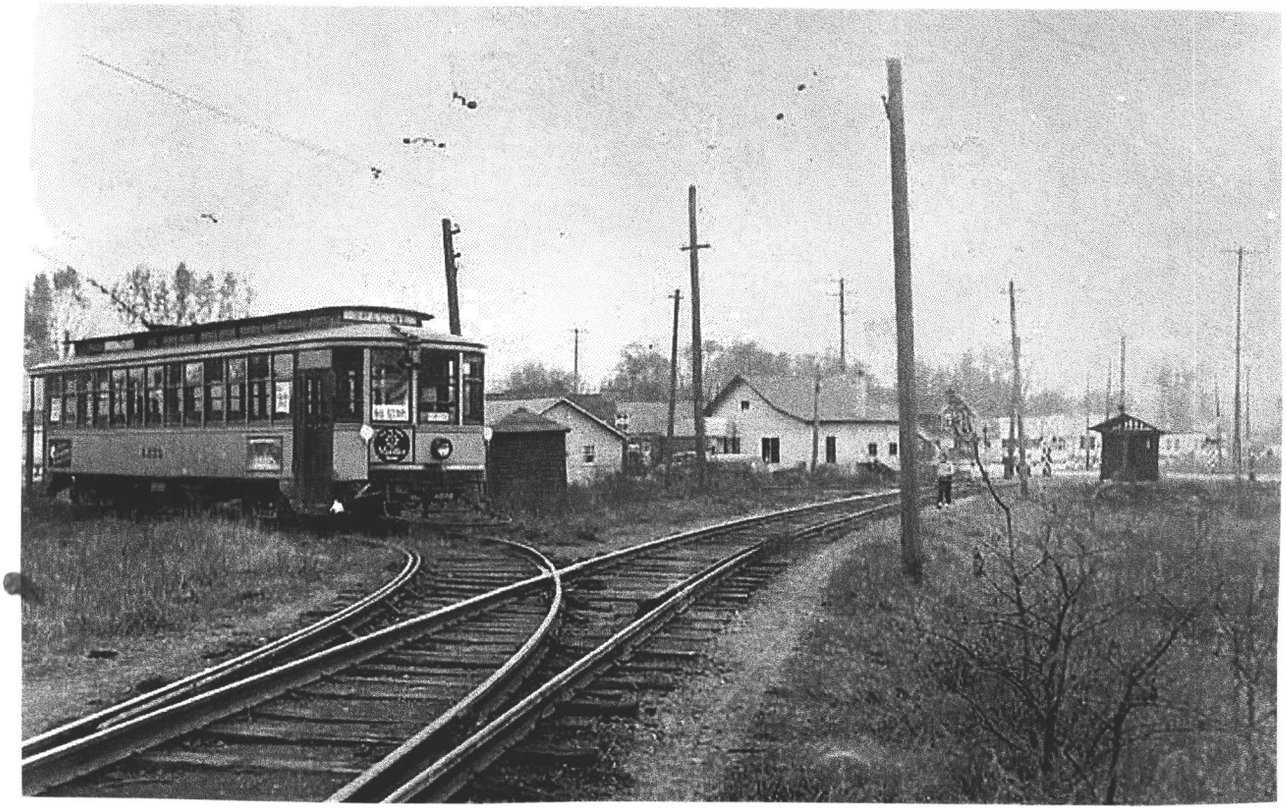
WILDWOOD HILL SB CAR



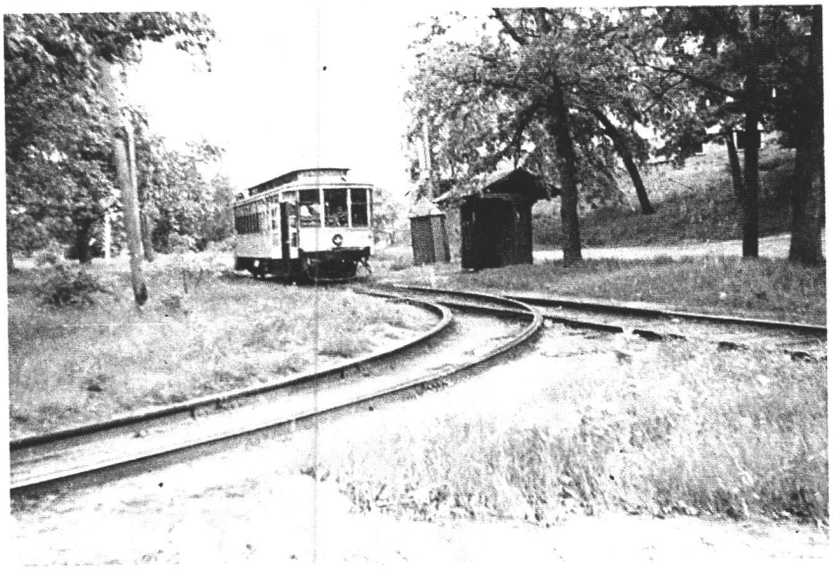
WILLERNIE UPPER WYE

18

WILLAMETTE UPPER WYE



EAST OF NEBRASKA AVE.



The wye at Mahtomedi, looking south, with a northbound car on the main track. (Edwin H. Nelson)

Looking south from the end of double track at Ivy Ave., October 11, 1951. The Hyacinth Ave. wye is to the left center, the north switch being adjacent to car 1218. (Edwin H. Nelson)